

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

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MAY 1987



- 
- CinCPacFlt interview
  - 3rd Fleet goes north
-



Windsurfing on nearby lagoons is just one of many water sports enjoyed by personnel stationed on Diego Garcia.



Photo by JO2 Britt Casteel



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MAGAZINE OF THE U.S. NAVY

MAY 1987 — NUMBER 842

64th YEAR OF PUBLICATION



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**Front Cover:** Braced against the cold, a Marine from the 11th Marine Amphibious Unit moves out with his gear on Shemya Island in the Aleutians. Photo by JO1 Brent Johnson.

**Back Cover:** "General Quarters #2," by Albert K. Murray, a painting in the Navy Art Collection's blimp series.



# Navy Currents

## Early outs

Effective immediately, certain officers and enlisted people whose obligated service ends in FY 1987 can leave the Navy up to 90 days ahead of schedule. The early outs are being offered to meet budgetary constraints.

Active duty reserve officers and enlisted personnel who complete obligated service before Oct. 1, 1987, may request release from active duty, and, with their commanding officer's approval, get out up to 90 days early. The program does not apply to TAR personnel.

Regular officers who submitted resignations before Jan. 1, 1987 that will be effective during FY 1987 may also request early separation.

Replacements for those leaving the Navy will be provided at the original projected rotation dates. Because of this, commanding officers will review each request to ensure unit readiness is maintained.

NAVOP 017/87, dated March 6, outlines complete requirements and conditions for early outs. □

## Reservist commissary privileges extended

As of March 30, 1987, drilling reservists and their families can shop at the commissary for up to 14 days of their choice during a one-year period.

Selected Reserve members and their families are now allowed to choose when they will use their commissary shopping privileges. In the past, they were allowed use of commissaries only on those days when the reservist was on active duty.

Under the new plan, reservists must present a typed endorsement on the W-2 form covering their ACDUTRA for calendar year 1986 to their command administration office for authentication. To gain access to commissaries, reservists and their families will present the authenticated earnings statement along with their military identifica-

tion card. Commissary workers will stamp the W-2, indicating the date the privilege was used.

In announcing the new procedure, Secretary of Defense Caspar Weinberger said, "These actions will create a more meaningful and realistic benefit for our reserve military personnel and will serve as a very positive incentive for the retention and recruitment of a professional total force." □

## New NavCare clinics

The Navy has opened four free walk-in medical clinics which will provide faster, more convenient service to eligible Department of Defense beneficiaries.

Clinics at Norfolk, Va., Mayport, Fla., Jacksonville, N.C., and San Diego are staffed by licensed and credentialed civilian physicians, nurses and physician's assistants who provide primary health care, care that does not require a specialist or surgery.

Services available at NavCare clinics include treatment of cold or flu symptoms, earaches, minor injuries, pap smears, family counseling, school physicals and immunizations. Also included is treatment for dermatitis, minor abrasions, burns, sprains and strains, venereal diseases, and headaches.

NavCare clinics are *not* emergency rooms and are not equipped to handle heart attacks or major surgery. They can provide lab tests, routine X-rays and some medication.

The clinics are open Monday through Friday, 7 a.m. to 8 p.m., and weekends and holidays, 7 a.m. to 4 p.m.

Four additional NavCare clinics are expected to open by January 1988, and 16 more clinics are scheduled to open after that.

Addresses for the new clinics are: (Norfolk) New Pointe Shopping Center at Newton and Baker Roads; (Mayport) Times Square Shopping Center at Ninth Avenue North and Third Street in Jacksonville Beach; (Jacksonville) 510 College Street; and (San Diego) 2222 Coronado Ave. □



## Suicide prevention

The Navy's suicide rate is generally lower than that in the civilian population, but the Navy isn't resting on that accomplishment. Instead, it is working on a servicewide suicide prevention education program to reduce the number of suicides among Navy men and women.

The goal of the education program, which is in final stages of development, is to increase command awareness of the dynamics of suicide and to provide suicide awareness training Navywide. The ways this will be accomplished include:

- Providing commanding officers with a suicide information package that will make them more aware of the causes and warning signs of suicide and the resources available for preventing such behavior;
- Highlighting crisis assistance resources during command orientations for new personnel;
- Ensuring that the film "Suicide — the warning signs," is available to all Family Service Centers;
- Beginning suicide prevention education for mid- and upper-level supervisors, and making similar education programs available to family members, ombudsmen, wives' clubs, etc., and;
- Developing a suicide prevention information campaign for release through Navy media.

Additional information about this new program will be released as it becomes available. □

## Pets can fly MAC

Military people traveling on permanent change of station orders now can ship their pets on Military Airlift Command Category B chartered flights.

There is a limit of two pets per family — cats or dogs only, and pets must be accompanied by their sponsors.

For more information, contact your local personnel office or MAC terminal. □

# ALL HANDS

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# USS Constitution Bicentennial centerpiece

Story by Lt. G.J. Willett, Artwork by John Charles Roach

USS *Constitution* is making big plans to honor the document for which it's named, the U.S. Constitution, during the bicentennial anniversary of the signing of the document. "Old Ironsides" will be the centerpiece for a variety of events in Boston's Constitution Weekend celebration scheduled Sept. 17-20, 1987. This special celebration will be in addition to *Constitution's* participation in the June 14 Bunker Hill festivities and the annual July 4 "turnaround."

A strong U.S. Navy presence and a number of ships from allied navies will join "Old Ironsides" in Boston Harbor for the festive occasion.

On Sept. 17, the actual date the Constitution was signed, a naturalization service for approximately 100 immigrants will be held aboard "Old Ironsides." Later that evening, "Old Ironsides" and the Navy League will co-host a sunset reception to honor the document and welcome guests and dignitaries from visiting navies.

The Constitution Bicentennial Classic Regatta, consisting of a three-day sailing regatta featuring over 50 sailboats is also planned to begin on Sept. 17. The Constitution Museum is sponsoring this event which is expected to attract 200 sailors from around the nation.

On Sept. 18, the city of Boston is planning a gala party for more than 2,000

sailors expected to visit the city during Constitution Weekend.

"Old Ironsides" will get underway Saturday, Sept. 19 for the Constitution Bicentennial Cruise in Boston Harbor to honor the Constitution. Following the cruise it will return to Charlestown Navy Yard and debark guests. Returning to sea shortly before sunset, it will anchor for a giant fireworks display in Boston Harbor honoring "Old Ironsides" and the U.S. Constitution. The evening will be capped with the Constitution Ball where 1,200 guests in formal attire will honor the ship, document and museum.

Cmdr. Joseph Z. Brown, the present and 61st commanding officer of USS *Constitution*, considers the ship a most appropriate focus to Boston's bicentennial celebration. "Among many in the general public and even many of those serving in the U.S. Navy, the connection between the document and the ship is not fully understood," Brown said. "It is our objective, through these events and continuing education programs, to inform the people of the United States of the great historic parallels between the two. The ship, like the document, has proven to be an enduring symbol of strength and liberty."

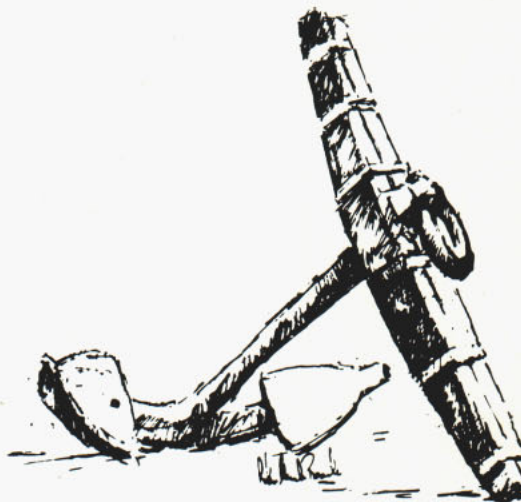
Brown explained, "We intend to make this an unforgettable weekend in Boston where so much of our nation's history

was made. The document, the ship and the city have earned this fitting tribute."

The festivities will conclude with the Constitution parade scheduled for Sunday afternoon, Sept. 20. The U.S. Navy Band is currently scheduled to participate in the Boston parade and will be joined by other military units, including *Constitution's* Marching Pikemen and units from visiting ships.

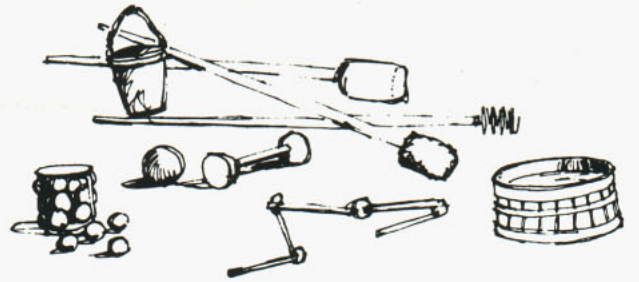
Brown urges all U.S. Navy service people to visit, claiming, "It's going to be a grand ol' time in a grand ol' city!" □

*Willett is attached to USS Constitution, Charlestown, Mass.*



ALL HANDS







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# An interview



*JO2 Jon Kim of the commander in chief, U.S. Pacific Fleet public affairs office interviewed Adm. James Lyons for All Hands recently in the admiral's Pearl Harbor offices.*

**All Hands: Admiral, what do you see, a "view from the top" if you will, on the current state of the Pacific Fleet?**

Lyons: The current state of the Pacific Fleet, from my perspective, has never been better. We're in a very high state of readiness. Our level of proficiency is outstanding. This is due primarily to our people. It's the American sailor, who puts it all together and makes it happen, whom I consider to be our national treasure. It's our people, coupled with our technology, who give me the confidence to say that I can carry out our maritime military objectives in the Pacific and Indian Oceans today.

**All Hands: What objectives do you have for the fleet in 1987?**

Lyons: The Pacific Fleet's objectives and the objectives of the United States are one and the same: to maintain peace through strength. We meet those objectives by maintaining a proper level of deterrence, readiness, and sustainability, thus ensuring the professional performance of the fleet, both individually and collectively, with our friends and allies.

**All Hands: Are Western Pacific deployments being shortened to meet the chief of naval operation's OpTempo requirements?**

Lyons: One of the first things I did upon assuming command of the Pacific Fleet in September 1985 was to focus on



# with CincPacFlt

the very demanding deployments we conduct in the Indian Ocean. At that time we were operating at 85 percent OpTempo in the Indian Ocean, far in excess of what would be required in wartime. In fact, we were wearing out our ships, our aircraft, and our people — without firing a shot. We immediately adjusted that OpTempo to bring it down to 51 days per quarter, the same as for any WestPac deployer. We are also opening additional ports in the Indian Ocean and giving our personnel a better balance in their at-sea and in-port time.

Speaking broadly, we have changed the whole deployment cycle for our carrier task groups. Right now Pacific Fleet ships spend more time in their home ports than any time in the last 15 to 20 years. Our deployment cycles now run 1:2.6 in the Pacific Fleet. That means our ships deploy for six months, then are back in their home ports for something on the order of 15 to 16 months before deploying again. That's a dramatic change in the amount of time that our fleet is deployed.

This approach has given me greater flexibility to change our pattern of operations. For example, last August we "surge deployed" the *Ranger* carrier battle group to WestPac for two months. Surge-deployment of a carrier to the Western Pacific for two months was previously unheard of. We were able to send USS *Missouri* around the world on her shakedown cruise — previously unheard of. *Missouri* retraced many of the steps taken by the Great White Fleet in 1907-1908. She participated in the 75th

anniversary of the Royal Australian Navy, made various other port visits in Australia, transited the Suez Canal, conducted a very historic port call to Istanbul, Turkey, and visited many other ports in the Mediterranean before returning to her home port in Long Beach, Calif., prior to Christmas.

**All Hands: Admiral, since we're on the subject of deployments, you're currently deploying USNS *Mercy* to the Republic of the Philippines. What are you hoping to accomplish with that deployment?**

Lyons: *Mercy* presents us with a very unique opportunity. The Philippine situation today is our number one problem in the Pacific. Cory Aquino has said

that one of her early objectives is to raise the quality of life of her people. I see *Mercy* as an opportunity to contribute to that objective. We are "mix-manning" *Mercy* with approximately 50 U.S. medical personnel from all three services — Army, Navy and Air Force. We also have 50 Filipino medical personnel who will join the ship. *Mercy* will spend approximately four months in the Philippines, travelling to six different provinces. We anticipate the ship will treat at least 1,000 people a day. I think, in this way, we'll give the man and woman on the street the feeling that their lives have been enhanced. When we are able to treat an eye infection or provide a pair of eyeglasses, fix someone's teeth or correct an internal problem, we are performing a service that is immediately felt by the man on the street. He knows we care. He knows that we're trying to do something to better his life. Maybe we can contribute to one of Cory Aquino's principal objectives. I believe she needs some early successes, and this may be one way we can help. When we complete (our work in) the Philippines, we plan to also visit some of the smaller South Pacific island nations and provide similar support.

**All Hands: What are some of your thoughts on your recent visit to China?**

Lyons: This certainly was an historic port visit. I believe it was far more successful than either side could have hoped for. Our personnel performed brilliantly, and I think we achieved all our objectives. Our military relationship with





# An interview with CincPacFlt

the People's Republic of China is built on three pillars: high-level military visits, functional military exchanges, and technology transfer in areas where we have mutual agreements. I see the port visit as enhancing all three pillars.

## **All Hands: Can we anticipate future port visits to China?**

Lyons: I believe the PRC navy has a standing invitation to visit a United States port. I would anticipate that will happen in the not-too-distant future, and — as I discussed with (China's military) leadership — that future port visits to China will take on a more routine nature. So, yes, I do believe we'll have more port visits to China, but they will be along the lines of those that we conduct with a number of other nations throughout the Asian-Pacific region. I would also anticipate we'll have more meaningful meetings at sea, just as we did in January 1986, when the ships of both navies met for two days and conducted a variety of drills. I believe our relationships will continue to grow at a measured pace. The President has said he's committed to assisting the PRC to improve its self defense capability. We in the Navy are a part of that effort. I believe that China is more confident in its regional stability, and hence, global stability.

## **All Hands: Speaking of stability, how is the Pacific Fleet dealing with the growing Soviet threat, in light of recent developments we've been seeing in the news concerning the Soviets in the Southern Pacific?**

Lyons: Soviet influence has experienced a tremendous expansion. In fact, when you talk about the Soviet threat, I don't think you can look at it one day, one week, or one year at a time. You have to examine it over a time span, and the time span I like to take is 25 years. Twenty-five years ago, the Soviets had 200 combatants in their Pacific Fleet. To-

day, they have approximately 500, of which more than 130 are submarines. Compare that with our objective of achieving a 600-ship Navy to carry out our worldwide responsibilities. They've made significant improvements in their land forces. Twenty-five years ago they had 20 divisions in East Asia. Today there are 54 divisions there, along the PRC border. They've made comparable improvements in their air forces as well. They've introduced the *Bear-Hotel* air-launched cruise missile strike-bomber. They have a very sophisticated fighter-interceptor aircraft, the *MiG-31*, and the *Backfire* strike-bomber, soon to be followed by the *Blackjack*. And let's not forget that more than one-third of the Soviets' intermediate-range strategic ballistic missile force is positioned in East Asia. All of this is far in excess of what the Soviets require for defensive purposes.

The Soviets have also been very successful in establishing a ring of bases that stretches from Dhalak Island in the Red Sea to the former United Kingdom base at Aden. Through the use of Socotra Island, the permanent presence of an Indian Ocean task group, and from airfields in Afghanistan, Soviet strike-bombers can cover all the important sea lines of communication in the Indian Ocean.

In the Pacific Ocean, you have what I consider one of the most dramatic changes in the strategic equation in this part of the world — the Soviet presence at Cam Ranh Bay. From airfields at Cam Ranh Bay, the Soviets can cover all the important sea lines of communication in the eastern Indian Ocean and Strait of Malacca. With modern strike-bombers and sophisticated cruise missiles, the Soviets can target virtually all areas of Australia and, with inflight refueling, could reach New Zealand. When we look at the Soviet presence at Cam Ranh Bay — 20 to 30 surface combatants, three to five submarines, a squadron of fighter-interceptor aircraft, strike-bombers, re-

connaissance and anti-submarine aircraft, surface-to-air missiles, and naval infantry — that force represents the largest permanent presence of Soviet forces outside the Soviet Union, with the exception of those involved in the invasion of Afghanistan.

The Soviet presence at Cam Ranh Bay brings into sharp focus the critical importance of our facilities in the Philippines — Subic Bay Naval Base and Clark Air Force Base. It's those facilities which are the key to maintaining regional stability. I'm often asked, "Don't we have other alternatives?" Let me say, there are no good "other alternatives." There is no single place where we can relocate those facilities. In order for me to accomplish the same type of military presence we have today — and make no mistake, you don't achieve deterrence without presence — I would need, in certain categories, two to three times the current force structure. But that misses the real strategic dimension of the question. If we were to move from those facilities, we would be turning over, in my view, our friends and allies to Soviet political and military domination.

Can I still carry out my objective? I believe I can, and that's due primarily to the professionalism of our personnel, the finest I've ever seen in my almost 40 years in the United States Navy. That professionalism, coupled with our technology, is the principal reason I believe the correlation of forces remains in our favor today.

## **All Hands: How does the Soviet submarine presence pose a threat to the security of this region?**

Lyons: Anti-submarine warfare remains my primary concern in the Pacific. We have achieved some of our most important gains in this area. The results we've been able to achieve in the performance of aircraft, surface ships, our civilian-manned towed-array vessels,



fixed systems, and our submarines, all have been very gratifying to me. We have accomplished some remarkable achievements. We have no cause to be complacent, however, since the threat continues to expand and grow. We need to continue to build on our capabilities. Certainly, I would welcome additional resources in our anti-submarine warfare forces.

**All Hands:** On the subject of resources, how can sailors in the fleet help meet expanding operational commit-

ments with a shrinking defense budget?

Lyons: That's a good question. Our sailors play a direct role in that. I think you've heard of our Fleet TIP program. This program provides the vehicle for our sailors to present ideas that directly contribute to improving our readiness, tactics, and our material capabilities. I never cease to be amazed by the ingenuity and initiative of the American sailor. Through this program, we have received something on the order of 150 new ideas, all coming directly from the fleet. And as you know, we're able to make cash

awards directly from this headquarters. We've already made thousands of dollars in awards. The program provides a direct channel for payment, so that a sailor's idea is received, evaluated, and a check issued, all in a matter of weeks.

We are also improving our maintenance techniques. We're utilizing a more modular approach toward the performance of ship overhauls, cutting down the amount of time spent in overhaul, and concentrating more on those areas that require repair or upgrade during the particular life of the ship. In these two areas — the Fleet TIP program and improved maintenance techniques — I feel the fleet is "helping itself."

**All Hands:** Adm. Lyons, if you could sit down and talk with every sailor reporting to a Pacific Fleet command, what would you tell him or her?

Lyons: I'd first welcome them to the finest professional force in the world, then I'd review the opportunities that are available to each sailor. I think the opportunities we present today are far greater than those that anyone 25 or 30 years ago could have hoped for. They will receive some of the finest training available. The horizons are limited only by the individual's own initiative. At the same time, they will be given far more responsibility than they could ever hope to receive in a comparable entry-level civilian position, and they can make a valuable contribution to serving their country while fostering the ideals and traditions of freedom and democracy. Not a bad start for a young person just out of high school.

**All Hands:** Thank you, Admiral, for talking with us today.

Lyons: And thank you, Jon, for this opportunity to talk to the readers of *All Hands*. □





Navy patternmaker

# Saving a lost





# art

Story and photos by PH2 William M. Eaton

When a part breaks or is worn out, it needs replacement. As standard operating procedure dictates, the Naval Supply system is tasked with finding that replacement part. But when a part cannot be located in the supply system, it must be manufactured. That's when the Navy's little known artisan, the patternmaker (PM), initiates the part's creation.

Patternmaking is a declining art. There are very few patternmakers outside the Navy. The use of plastics and styrofoams have replaced the carving of wooden models.

The Shore Intermediate Maintenance Activity, San Diego, like other Navy intermediate maintenance activities and repair ships, still uses patternmakers as a vital part of its repair services.

The patternmaker shop is the first work center in the manufacturing chain. It is an integral part of the Navy's found-

ries. The patternmaker sculpts an exact replica of the needed part in wood; this is called a pattern. The pattern is then used by foundry molders to make a metal casting.

Initially the patternmaker obtains blueprints, pictures and drawings of the needed item. Almost every part cast in metal can be reproduced by the highly skilled patternmakers.

"If a part has been made before, we can make it again," claims Chief Patternmaker George L. Black, supervisor of the SIMA patternmaker shop.

The making of patterns takes skill, patience and attention to the finest detail, Black said. If a pattern is not correct, the metal casting made from it will be of no use and the process will have to be repeated. Depending on the size and complexity of the part to be duplicated, a pattern can take from a couple of days to several months to reproduce.

Black said, "We were once tasked with a large pump casing that took eight months to complete. When it can take

**Patternmakers are skilled artisans who employ a number of skills to provide the Navy with replacement parts.**





# Saving a lost art

that much time to finish a project, getting it right the first time is paramount." He adds, "There is a saying in our shop, 'Think a job through three times, measure it twice — remember, you can only cut it once.'"

One of the challenges facing the patternmaker is figuring out how to go about constructing the pattern.

Patternmaker 2nd class Earnest Ballard said, "The first thing I do when

making a pattern is to visualize what my finished product will look like, then I figure out my way of making it happen."

Through the use of band saws, lathes, drill presses, sanders and conventional wood-working hand tools, patternmakers sculpt the basic shapes of the pattern. These basic shapes are refined several times until all the pieces fit together precisely to create the finished product.

"When I finish a pattern, I know it is the best work I can do. It is like my signature. No one else could have completed it exactly the way I did," said Ballard.

Although a pattern is the work of only one individual, there is a strong feeling of teamwork in the SIMA patternmaker shop. If someone is having difficulties with a pattern, the other PMs in the shop offer their ideas on how to solve the problem.

Patternmaker 2nd class Howard T. Tuggle said, "The key element in patternmaking is patience. There is no way you can achieve the required precision by rushing through a job."

A pattern is used by the foundry molders to form a packed-sand mold. In this process, a synthetic sand is packed around the pattern. It is then removed, leaving an exact imprint of the part to be reproduced. When the sand dries, the end result is a cast-ready mold.

"To become a good patternmaker, one needs the ability to form an image from a diagram, view what the image looks like on all sides, then construct from the image in your mind," Tuggle said.

Ballard added, "When making a pattern, you will use every artistic talent you have."

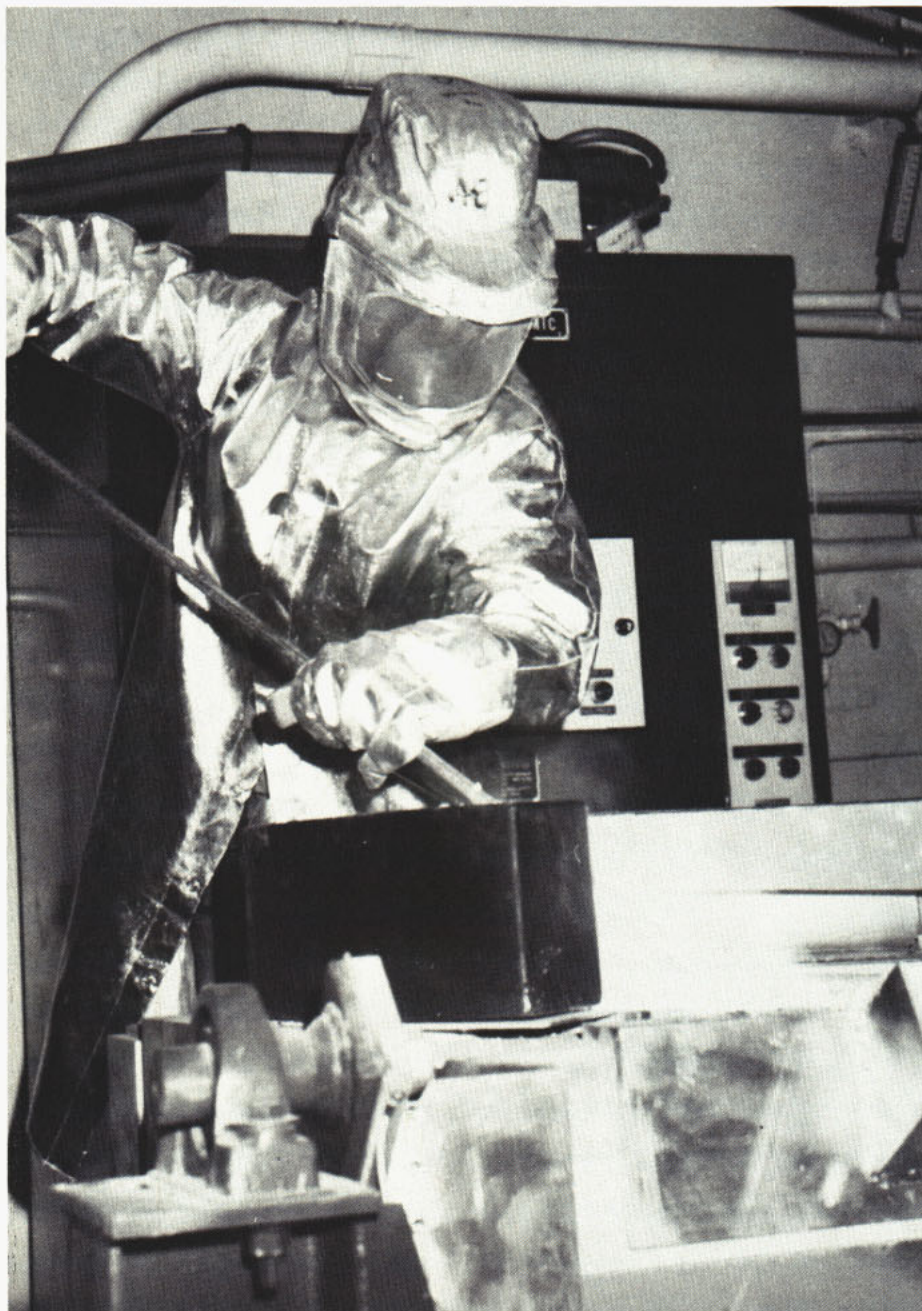
The 18-week patternmaker "A" school trains students on basic techniques, tool usage, reading and drawing blueprints and good safety techniques.

"We use safety in every facet of the job, when working with as many high speed cutting machines as PMs use, we have to. It is too easy to lose a finger, or worse, if we are not careful," said John L. Petty, a Patternmaker 2nd class at SIMA.

"Patternmaking is an art. It is not like working at all, it's enjoyable. To me, being a PM is the best job in the Navy." □

*Eaton works in the SIMA public affairs office.*

**A foundry molder prepares to create a part using a mold sculpted by patternmakers.**





# 'The Great Escape'

When Bob Gale was a young seaman in 1941, he looked forward to getting off his ship at liberty call. But most of the time he was too broke to do anything in town, and there was no place on base where he could go just to relax.

Forty-five years later, Gale has created just such a place — the Great Escape recreation center at Miramar Naval Air Station, north of San Diego, Calif.

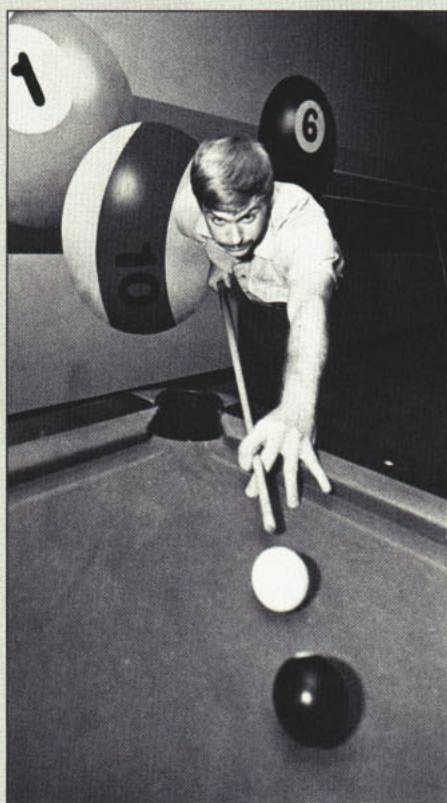
As director of recreation services at Miramar, Gale began planning the Great Escape in 1980 when he learned his office would inherit the old Navy Exchange building. After public works put up walls and installed new floors, Gale put his imagination and a self-help crew to work. Together they created an "extension of the sailor's living room."

But lucky is the sailor whose living room has all these features: multicolored wall murals, overstuffed chairs and sofas, the latest high-tech video games, and sound-proof music rooms, all spread over 15,000 square feet of floor space.

A recurring theme throughout the Great Escape is its logo: twin palms — one lavender, one aquamarine. It's on the walls and the doors, even on the note pads at Mission Control, the front desk. And patrons are surrounded by color. Merle Berman, project manager in charge of designing the Great Escape, said the fresh colors relax visitors and help them escape what she called the "institutional atmosphere" of their work spaces.

Berman said the military is keeping pace with the civilian sector in recreation center design concepts. "Most civilian centers are professionally designed these days. It's not like the old days when the local public recreation center looked wrecked. Bob wanted people to be able to sink in, relax and be comfortable."

The Great Escape's major goal is to



provide an alcohol-free recreation environment that's fun, an alternative to the club and bar scene.

Since opening day in June, the Great Escape has attracted a loyal following among sailors stationed in the San Diego area. Airman apprentice David Merlino, 20, of Fighter Squadron 213 comes five nights a week or more to get away from his aircraft maintenance job. "This place is free, and it's close," he said. "I don't know of any other place in San Diego where I can do the things I do here."

The Great Escape now features a 50-inch television screen for movies and free use of computers, plus a different type of special event each night. Seasonal events have included a watermelon seed spitting contest July 4th weekend, a pumpkin pie eating contest at Halloween

and the Dial-a-Sailor program at Thanksgiving. Some recurring favorite events are the arm wrestling tournament, lip synch contests and a dart game called 301.

Now about three-quarters complete, the center also will provide kitchen facilities for barracks dwellers and a dance floor with a raised stage for live music or fashion show.

The center's most impressive features are its motivated, well-trained employees and "impeccable" cleanliness, said Lt. Cmdr. Otto Storr, recreational services officer at Naval Air Station Memphis, Tenn.

Storr was one of many Navy recreation specialists from around the world who toured the Great Escape during the annual worldwide Navy Recreational Services Meeting in nearby Anaheim, Calif.

At the meeting, Miramar received three awards from Naval Military Personnel Command, which oversees Navy recreation services. Susan Conklin, head of community and outdoor recreation at NMPC, said the Great Escape's innovative programming expanded recreational opportunities for sailors between 18 and 25 years old, the primary target audience for centers like the Great Escape.

The center's success has made it a model for other Navy activities to emulate in reaching similar goals, thanks to one lone sailor's wish, coupled with the recent drive to give Navy people an alternative to the bars and the streets. Now, no sailor in San Diego needs to feel as forlorn as Bob Gale did in 1941. □

— Story by JO2 David Masci,  
NIRA Det. 5, San Diego



# Keeping 7th Fleet ships on line

Story by JO1 Dan Guiam  
Photos by PHC Chet King

A group of 7th Fleet ships nestled in the tropical sanctuary of the Naval Facility Subic Bay, Republic of the Philippines, has become a familiar sight. Like a flock of migrating whales, these huge vessels regularly take refuge in Subic to prepare for long sea journeys.

Tending these great gray ocean travelers and keeping them in condition to sustain high-tempo operations are workers of the U.S. Navy Ship Repair Facility.

Since 1954, the facility has grown to become the Navy's largest repair facility in the Western Pacific, and today, it boasts a repair complex that rivals any stateside shipyard. Workers at the facility can complete jobs ranging from major structural repairs on a ship's hull to the complete overhaul of a ship's engine.

Last year, the facility spent 874,600 worker days on projects ranging from assisting the Military Sealift Command oiler USNS *Ponchatoula* (TAO 140) in the upkeep of its firefighting equipment to installing 25-caliber gun mounts on the aircraft carrier USS *Constellation* (CV 64).

"Fleet support is the reason we're here," said Frank Collins, a shipyard production superintendent who has worked at the facility for 31 years. "Our



primary function is to support 7th Fleet ships in areas related to material readiness."

According to Cmdr. Daniel G. Hickey, the facility's repair officer, that primary mission means ensuring that the ships they service are "100 percent battle ready".

As employees at the facility work toward that goal, they do so under strict time constraints.

"It is essential that we adhere to the (ship's) schedule, otherwise it would

hamper that ship's ability to meet its commitments," said Collins. "A ship must leave on schedule, no matter what."

And facility workers take the time limitations seriously. "Our goal is to always complete the job as fast as we can without sacrificing its quality," said Galleno Alarcon, a journeyman electrician. "And ships appreciate our service more if we complete a job faster than expected."

A sophisticated planning process often

ALL HANDS





Counterclockwise from left: some of SRF Subic's 5,000 workers end a shift; USS Towers is dwarfed by a crane; SRF's commanding officer, Capt. W.C. Hewitt, and a production supervisor, Frank Collins, brief Rear Adm. Robert F. Donnelly (l.)

is the key to fast turnaround time. Ships must submit work packages 30 days before they arrive in Subic — for good reason.

"We're on the tail end of the logistics pipeline here," Collins said. "We have the handicap of distance, making our logistic support difficult. We can't just pick up the phone and, for example, order three winches from stateside vendors. The name of the game is planning, planning and more planning, so we can successfully get the job done — on time."

The planning department, considered by many shipyard workers as the heart of the organization, is a ship's first contact with the Subic facility. That's where planners and estimators, experts with years of experience and a thorough knowledge of the various ships' requirements and configurations, evaluate work requests and determine how much time a job will take. They also identify equipment and material requirements and begin the process to obtain any item needed that is not on hand.

"If a material or spare part is not in stock here, we check the local stores and then make preparations to fabricate it in our foundry," said Collins. "We have an extensive casting capability. There isn't any shipyard job that we can't do. You name it, we do it."

He said that whenever something doesn't go right or falls off schedule, those same planners and estimators get together to critique the job and determine what went wrong.

"We do this not only for failures but also for successful jobs," Collins said. "That's one way of keeping the state of the art in our craftsmanship."

Once a job is completed, it goes to the quality assurance department, where it is tested in the presence of a ship's representative.





# 7th Fleet ships

Sometimes urgent work is performed on a ship while it is underway or somewhere else in the Pacific.

"Our workers are experienced on the waterfront," said Cdr. Michael Beelby, head of the planning department. "They don't hesitate to literally go the extra mile to get the job done. We don't have problems getting volunteers to ride a ship, even though it sometimes means a couple of weeks or so away from their loved ones.

"No matter what their job, everyone at the facility takes pride in supporting the 7th Fleet."

The facility has a complement of more than 5,000 people. Ninety-five percent of the workforce are Filipino nationals. They are involved in just about every aspect of the repair facility's operations, from managerial positions to technical and engineering jobs.

Also helping keep the fleet on line are the facility's 25 ship superintendents (24 military and one civilian), combining a vast range of professional experiences from missile launchers to steam turbines. They serve as liaisons between the ships and the repair facility. In doing so, they oversee the daily status of each job and see to it that all work is completed before a ship leaves the facility.

Every day, an early-morning meeting is held to monitor work progress. This series of daily meetings is further augmented by a midweek meeting when the shipyard's commanding officer and his staff get together with the commanding officers and engineering officers of the various ships present.

"We want them to know that we do care about their opinions," Collins said. "Successful upkeep at any shipyard requires a high degree of empathy on the part of both the ship and the repair activity, and this can be accomplished only by a continued and complete dialogue between the two."

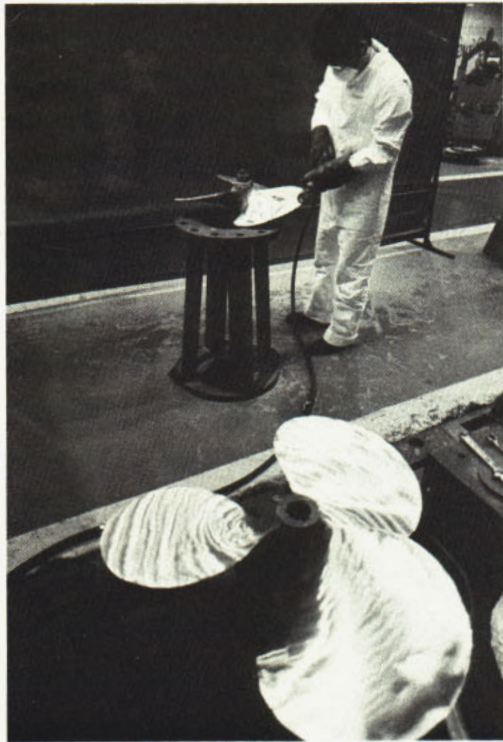
"We are extremely fortunate at SRF in that we work as a single unit," Collins said. "Just like in any other team activity, everyone has to do his or her share if the team is to succeed.



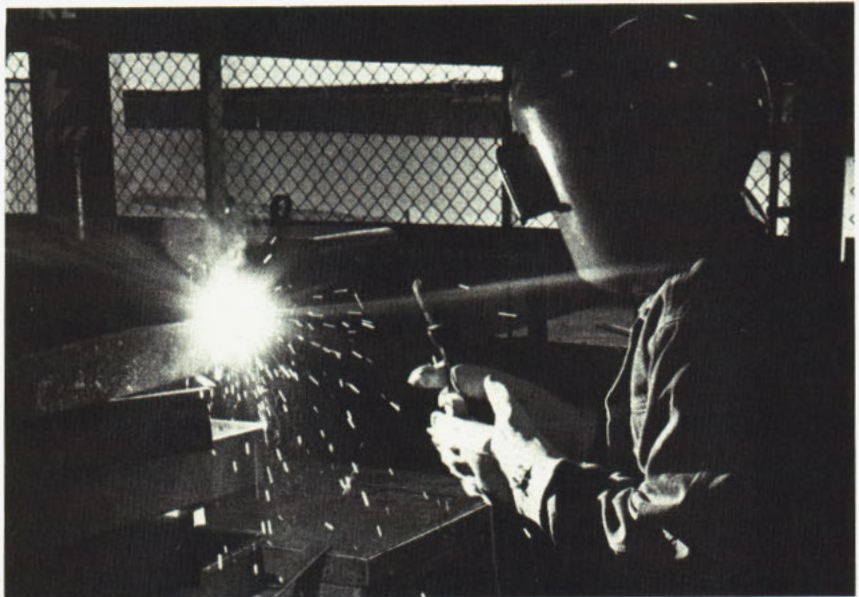
"SRF workers don't understand 'cannot'. It's not in their vocabulary." □

*Guam and King are assigned to the 7th Fleet Public Affairs Rep., Subic Bay, R.P.*





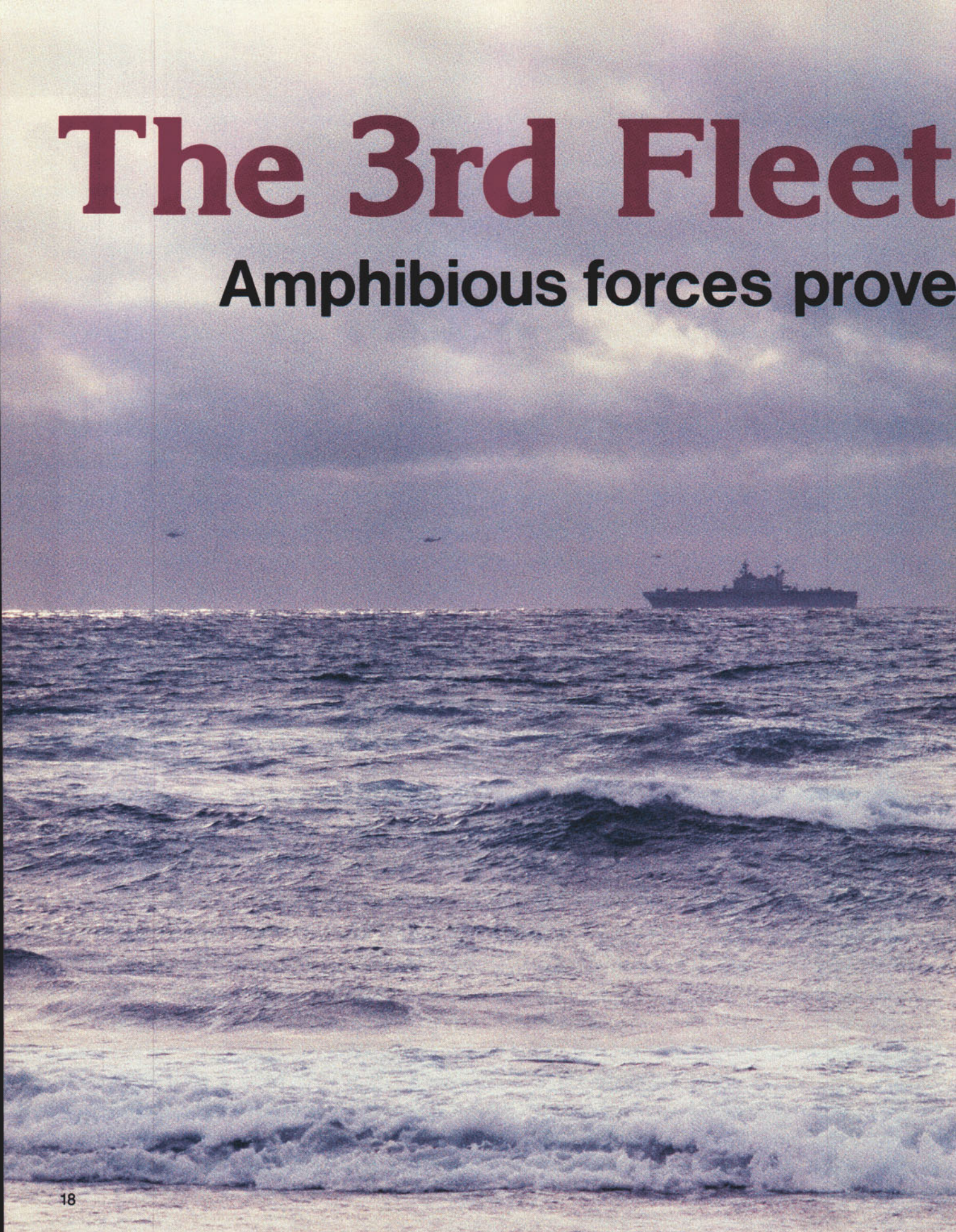
SRF employees use a variety of skills and work closely with members of the ship's company to keep ships in top condition.





# The 3rd Fleet

Amphibious forces prove





# goes north

## their worth in Aleutian Islands

Story by JO1 Brent Johnston and JO3 Richard Martogon. Photos by JO1 Johnston

**NAS ADAK, ALASKA —** It's cold up here in the Aleutian Islands. Very cold.

This chain of 69 treeless, volcanic islands and numerous smaller islands stretches more than 900 miles west from the Alaska Peninsula to form a natural dividing line between the Pacific Ocean and Bering Sea. Because of this strategically significant location, the

Aleutians have always been prized real estate, despite sub-zero temperatures, bone-chilling winds, 18- to 20-foot seas and almost constant snow.

It's hardly an inviting place, unless you're looking to test your abilities in a cold weather environment. Exercise *Kernel Potlatch 87-1* was just such a test.





# Third Fleet goes north

About 2,000 Marines of the 11th Marine Amphibious Unit, 12,000 sailors, 115 aircraft and 14 ships participated in this recent exercise, the first winter amphibious operations in the Aleutians since World War II.

Amphibious landings were conducted on the islands of Adak and Shemya, respective sites of a strategic naval air station and U.S. Air Force base.

Aerial assaults, led by AH-1 *Cobra* attack helicopters, cleared landing zones for CH-46 *Sea Knight* and CH-53 *Super Stallion* helicopters loaded with Marines and equipment. At the same time, the beaches came alive as swarms of rumbling LVTP-7 amphibious assault vehicles broke through the pounding surf. Heavily-armed Marines, clad in white exposure suits, stormed the snow-covered beachhead, taking up positions to secure the area from the enemy. They soon discovered, however, that their most formidable enemy during this exercise was the environment.

"Until one is actually faced with cold weather, it's tough to fully appreciate how cold parts of your body can get," said Gunnery Sgt. Mark S. Dorsey.

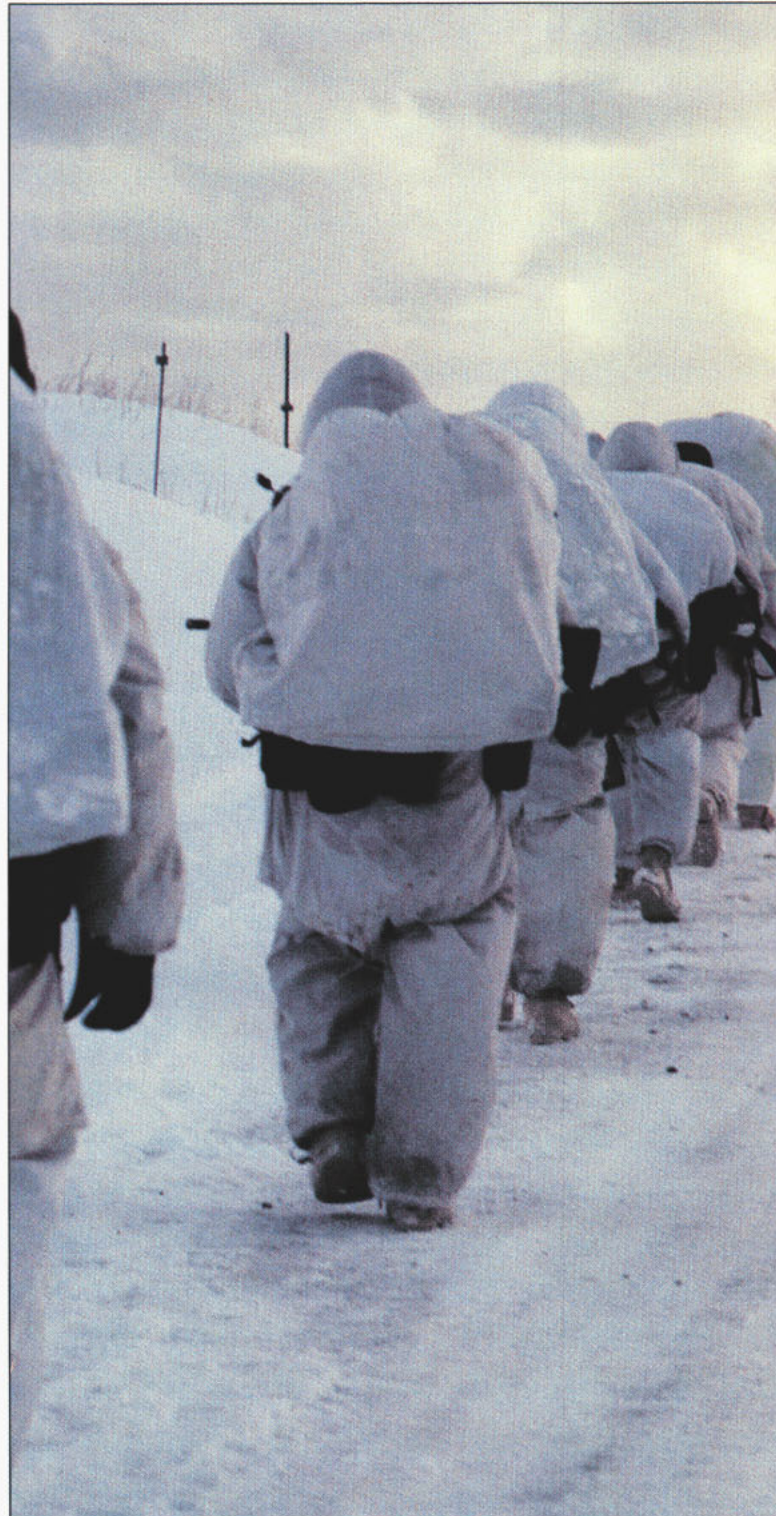
The invading Marines often received a triple dose of bad weather — cold, wind and snow — but never more than they could handle.

There was some minor damage to antennas and other equipment, but that was quickly repaired and the equipment put back into service. Not only did the assault forces have to keep gear operational, they also had to keep it where they could find it, especially in a low-visibility environment with constantly shifting snow drifts.

There were challenges in the air, as well as on the ground. Capt. John Harrigan related some of the difficulty Marines had in flight ops. "We had to deal with extreme cold, high winds and heavy seas. Our primary consideration was to ensure that

all Marines were well-protected from the elements. We also had to ensure that the aircraft had the correct fluids and equipment to protect them from the cold," Harrigan added.

"This was the result of an extensive planning effort that began about six months ago. With the assistance of supply, we were





able to provide our Marines with excellent cold weather gear," he said. "We suffered no cold weather casualties during the entire exercise."

Harrigan went on to point out that there was more to the success of *Kernel Potlach* than simply surviving the cold." Our

**Armed and ready, a Marine (opposite page) is part of a team that established the beachhead at Shemya. Some of his comrades in arms (below) move out after coming ashore.**





## Third Fleet goes north

enlisted flight crews and pilots performed magnificently. To the best of my knowledge we flew more hours than other squadrons during a *Kernel Pottlatch* exercise. Morale was high despite the weather and everyone performed in an extremely professional manner," he said.

"We upheld HMM-163's standard of excellence and we're really proud of our overall performance."

The Marines weren't the only ones waging a pitched battle against mother nature. It had been decided in advance on board USS *Belleau Wood* (LHA 3) to double all aircraft tiedowns as a safeguard against heavy seas. Some chains still broke.

"We quickly went from 8-point tiedowns to 12 and then to 18-point tiedowns (to secure aircraft in rough seas)," said Aviation Boatswain's Mate 3rd Michael P. Nosco.

Aboard USS *Carl Vinson* (CVN 70) flight deck crews worked feverishly to combat continuous accumulations of snow and ice. Everything from shovels to the jet exhaust from an A-6 *Intruder* was used to keep the flight deck operational. This all represented quite a change for *Vinson*. As commanding officer Capt. George D. O'Brien, Jr. noted, "In just ten days, we went from tropical summer in Singapore to midwinter in the northern Pacific."

In addition to keeping their equipment working in the cold, sailors and Marines had to protect themselves from the ravages of the elements, including frostbite and hypothermia.

"The weather was the biggest thing I'll remember (about the exercise)," said 1st Lt. Kris Layson, pointing out how quickly the environment could change. "When we landed, it started snowing — the next thing we knew we had wind gusts up to 50 knots."

Such a changeable environment makes planning difficult.

Planning began as early as six months before the exercise to ensure sailors and Marines had everything they needed to operate efficiently and safely. Gear for extreme cold weather and de-icing equipment was ordered and aircraft were serviced for cold weather operations.

"The Aleutian Islands are one of the few areas where you get (such severe weather conditions)," said Lt. Lance McMillan, who is on the staff of Commander, Amphibious Squadron 3. "While cold weather did present personnel and equipment difficulties, we were able to overcome most of the cold weather-





associated problems (through proper planning).”

But why conduct an exercise in such a harsh environment? The answer, in a nutshell, is to answer the increased Soviet presence in the Northern Pacific.

“The Soviets have recognized that the pendulum of history

**A Marine (below) adjusts his communications gear. Amphibious assault vehicles (left) assemble during a break in operations on Adak.**





# Third Fleet goes north

has swung to the Pacific,” said Admiral James A. Lyons, Commander in Chief, U.S. Pacific Fleet. “In the last five years, they have increased their (Pacific) fleet from 200 surface combatants to 394.”

Another consideration is the need to protect the key military installations on Adak and Shemya. Both islands are within a few hundred miles of the Soviet Kamchatka Peninsula and a submarine base at Petropavlovsk.

An enemy invasion of the Aleutian Islands would not be unprecedented. In 1942, Japanese troops invaded three of the Aleutian Islands, the only parts of North America they occupied during World War II.

“We need to be able to defend those islands and our other interests in the area whenever we may be called on to do so,” said Vice Admiral Diego E. Hernandez, Commander, 3rd Fleet and overall commander of the exercise. In order to do that, he explained, the Navy-Marine Corps team needed experience operating in the harsh environment of the Aleutians.

The sailors and Marines participating in *Kernel Pottlatch* were all well aware the importance of the exercise and were more than up to the task.

“It was the coldest I’ve ever been,” said Aviation Boatswain’s Mate Airman Kenny Wyatt, who worked *Belleau Wood*’s flight deck during the exercise. “Sometimes we would be hit in the face by marble-sized hail, but we had to show the Soviets we could operate in Alaskan waters in the winter.”

The exercise was a success. Flight and assault operations were conducted in snow storms, low visibility, heavy seas and with wind chill factors as low as minus 15 degrees Fahrenheit.

“It was a challenge trying to get the helos in to land before a snow squall,” said Aviation Boatswain’s Mate 2nd Larry G. Mull on *Belleau Wood*. “We dreaded the weather reports when they would mention snow squalls. But the most important thing was that we came back with every helo we went up with.”

Vice Adm. Hernandez attributed the overall success of the

operation to solid advance planning.

“A lot of preparation and training went into this (exercise) because we knew the conditions would be severe,” he said. “(As a result) we were able to execute this operation without injury to anyone, and with no damage to equipment.”



PH2 Mike Flynn



As for the future of U.S. Navy activity in the Northern Pacific, Adm. Lyons said, "No longer will we permit the Soviets to operate with impunity in this important area." □

*JOI(SW) Arnold Eslava contributed to this story.*

**Below: Marines aboard Belleau Wood prepare for the assault while the ship (left) sails off the Aleutians.**





# A run through

Story and photos by JO2(SW) Greg Lewis

Two very different men at Cubi Point Naval Air Station, Subic Bay, R.P., have one common purpose: jungle survival.

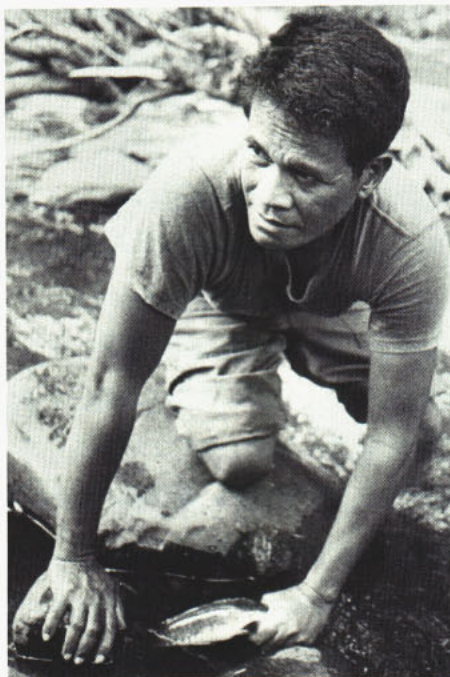
As instructors at the Jungle Environmental Survival Training (JEST) School, they live in a world few people would care to endure. Yet endurance is only part of what Chief Signalman James Younger and Enrique "Iking" Bulatao have to offer their students.

Younger, the senior U.S. military instructor and Iking, the senior Negrito guide, instill the pride of accomplishment in those who will listen to them and learn from the jungle.

"You have to make panic an ally," said Younger. A veteran outdoorsman with more than 25 years' experience, the Colorado native shares his knowledge with more than 5,000 of the school's students each year.

"A guy lost in the jungle loses his head," said Younger. "He's going to run, and that's foolish. If there's a snake 20 feet away from him, the guy turns and runs into a bamboo grove. The bamboo breaks as he runs through it, and then he's got a hundred thousand razor-sharp bamboo cuts all over him. Because of the jungle's humidity, the nastiness, the mud and muck, he gets a serious infection quickly. Then he wallows around on the ground and adds to his problems — all because of that panic."

Training can prevent that. Jungle survival training is broken into nine- and 24-hour courses, each designed to give students confidence when lost in the jungle. In addition to U.S. military instructors, the training staff also includes Negrito jungle guides. The Negritos are one of the most ancient tribes in the



Philippines. Their native habitat is the high mountain jungle area, where their tribes have lived for centuries.

"The jungle is my place," said Iking. "I can smell the snake. I can smell wild pig. I can smell people. But I think others will be afraid when they don't know what to do. Because I know what to do, I'm not afraid."

Iking and Younger learned about the woods as children. Both learned an early love of the outdoors and have followed it through to challenging careers. To each man, the philosophy of dealing with outdoor challenges is a trait passed from father to son, from generation to generation.

"Most Americans have more knowledge of survival than they realize," Younger said. "They normally don't





# the jungle

realize they have it until they have to recall it in a particular situation.

"They got this knowledge from their parents, their grandparents. We're not talking too many hundreds of years ago when people were crossing our country, living in covered wagons and surviving."

During his childhood in Colorado, Younger would go camping, hunting or fishing with his family at least once a month, he said. "My father spent a great deal of time with my brothers and me, teaching us outdoor safety."

Half a world away, Iking's childhood experiences were similar. "I started to travel with my father through the jungle when I was four or five years old. We hunted, fished, and he showed me how to set traps. He showed me edible and non-edible foods, and the different good- and not-good-to-drink vines."

For 7th Fleet sailors and Marines, including many aviators, Younger's and Iking's experiences pay off. Topics taught through classroom and hands-on methods include how to find and purify water, set and use traps and snares, hygiene, first aid, shelter construction, and food preparation.

"I can't just stand on a podium and teach," said Younger. "Before you can teach, you have to have done it yourself and be able to say, 'Hey! This works. I know this works.'"

"In the classroom, I've cut myself with a bolo knife and taken scrapings from the knife's handle, which is made of carabao horn, and put them in the wound. I've shown the students the scrapings are safe to use and will coagulate the blood."

For the 48-year-old Iking, who joined

his father in resisting the Japanese during World War II, teaching also is more a matter of showing than telling. "I'm happy to share what I've learned from my father. Many Americans I meet are born in the city and are also in the military. During World War II, a person who didn't have jungle experience usually would get sick and die.

"I've had some guys who were young and didn't like the jungle, who didn't think it was important. When I took them up the high mountain, they didn't have water. I showed them water. They didn't have food. I showed them fruits that they could eat. Finally they said, 'Iking, we know now because of your skill that this is very important.'"

While many Americans like to spend their weekends playing golf, bowling or jogging, Younger and Iking like to spend their off-duty time in the jungle.

"I really love to go in the jungle for a week," Younger said. "Just me and a buddy to go live off the land and eat snakes and stuff like that. I like it out there a lot."

Iking's love of jungle life comes with an awareness of its opposite, life in the city. "Downtown, there are so many groups of people, different kinds of associations, religions, radical groups, political groups, etc. That's why I say it's safer and happier in the jungle." □

*Lewis is assigned to the 7th Fleet Public Affairs Rep., Subic Bay, R.P.*

**Chief Signalman James Younger and Enrique (Iking) Bulatao teach students to live off the land.**





## Tactical air control

# Sorting out the skies





An amphibious assault is one of the most complex operations in modern warfare. Hundreds or even thousands of ships, planes, helicopters, troops and tons of equipment must arrive at precisely the right time and in the right place for a successful assault to take place.

Months of planning can be scrapped in a minute if even one cog in the giant wheel is out of place. Complete coordination and precise control are vital. The task force commander positions all his ships, and the Marine amphibious unit (MAU) commander directs the

movement of his landing troops.

That leaves the aircraft. Different aircraft from different platforms with different missions are all crammed into a circle hundreds of miles across called an amphibious objective area — AOA.

The AOA can resemble downtown Manhattan during rush hour. Without a central point for air traffic control, the landing force commander would need a New York-sized phone book to call in air support, depending on the type of mission: bombing runs, strafing fire, troop carriers, equipment, medevac, reconnaissance and more.

The men charged with making sure those aircraft move safely through the AOA are from the Tactical Air Control Group — TACGr.

"At any one time, we could have 50 to 60 aircraft under our control," said Air Traffic Controlman 1st Class Jim Particka. "There are aircraft coming in and going out all the time, and you really have to be on your toes when the mission is in full swing. There's definitely no 'kick back' time."

Particka is one of 47 enlisted men who, along with 19 officers, are assigned to Tactical Air Control Squadron 11. TACRon 11 is one of two squadrons that make up Tactical Air Control Group 1, which is homeported in Coronado, Calif. TACRons 11 and 12 take turns deploying with amphibious task forces to the Western Pacific, and the squadron that stays behind sends detachments to control air traffic during exercises like the 3rd Fleet's recent *Kernel Usher 87-1*.

During that 10-day amphibious exercise, the 11th Marine Amphibious Unit made an assault on San Clemente Island, off the coast of Southern California. The MAU was supported by USS *Belleau Wood* (LHA 3) and other ships from Amphibious Squadron 3, along with a guided missile destroyer, a guided missile frigate and a U.S. Coast Guard cutter.

In a darkened room six levels above *Belleau Wood*'s flight deck, the tactical

**Army and Navy air traffic controllers work in tandem to manage aircraft, including Harriers (opposite) during Kernel Usher 87-1.**





# Sorting out the skies

air control center was filled with radar scopes and status boards. At the height of the exercise, radio transmissions crackled out of overhead speakers 24 hours a day. The men of TACRon 11 guided *Harrier* jets, propellor planes, and helicopters into the AOA, vectored them toward their mission areas and got them safely back out.

When to fly what type of mission must be planned months in advance because of the coordination required between ships, air squadrons and ground forces, said Chief Air Controlman John Stewart, the senior controller in TACRon 11.

"We're planning and trying to coordinate operations well in advance," Stewart said. "But the tactical situation may change from moment to moment. You have to be prepared. You have to make quick decisions to adjust, to be able to get the aircraft from point A to point B in a short period of time."

Stewart's controllers juggle aircraft back and forth between initial vectors, rendezvous points and refueling tracks. Comparing his current job with his last

tour of duty at a naval air station, Particka said they are "two different worlds."

"Controllers at air stations sit at their consoles, do their logs and talk to aircraft every day," he said. "It's a routine. You have a set procedure for taxiing, takeoff and landing. In tactical air control, the aircraft missions are totally different. They're not going from one airport to another — they're going out there to fight a battle."

Since most air controlmen have no tactical experience when they first report to TACRon, the new squadron members spend between six months and one year in school and working a simulator. The experienced controllers write their own scenarios for an amphibious assault and act as pilots, while the new men practice controlling under their supervision.

By passing down his experience in controlling techniques and standard phraseology, Stewart said he helps the trainees build their self confidence. "I try to mold them and use them in the tactical situation, letting them benefit from the knowledge and experience I have, based on my 24 years as an air traffic controller," he said.

Stewart said his crew for *Kernel Usher*

was unusual. Except for Particka, his 16 crew members were all E-4 or below.

"We've got third class petty officers and airmen sitting behind the consoles, controlling millions and millions of dollars worth of airplanes. They are responsible for the thousands of troops supported by those airplanes. It's an awesome responsibility," Stewart said.

Pilots are more concerned with a controller's professionalism than his pay grade, according to Marine Capt. Kevin "Satchmo" Kachmar. Attached to Marine Attack Squadron 331 in Cherry Point, N.C., Kachmar has been piloting AV-8 *Harriers* for five years.

"As long as the guy knows what he's doing, I don't care (about his rank)," Kachmar said. "What instills confidence in me is how a guy talks on the radio. Once I hear a controller who speaks confidently and positively over the radio, I know that I don't have to second-guess what he's doing."

Kachmar flew intercept and close air support missions under TACRon 11's control. In the ready room aboard *Belleau Wood*, after returning from his first close air support mission, he said the control had been "super."

Col. Charles E. Wilhelm, commander of the 11th MAU, said a smoothly functioning TACRon benefits his air operations through tactical efficiency and safety.

"We've got 28 landing force aircraft embarked on this ship alone," Wilhelm said in *Belleau Wood's* war room. "Along with the ship's aircraft, that's a total of 29 — that is a lot of air frames. With that many airplanes out here, operational efficiency and safety are paramount — there are tremendous demands on TACRon."

In *Kernel Usher 87* — and on numerous other occasions — the tactical air controllers of TACGRU 1 have shown that they can meet those demands. □

**Marines, like the one leaving the helicopter, below, depend on air traffic controllers to get home again.**



— Story by JO2 David Masci,  
NIRA Det. 5, San Diego.



# Air traffic controller of the year

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Story by JO1 Dan Barber

Petty Officer 1st Class Dennis R. Wetherington of Naval Air Station Fallon, Nev., has been selected the best air traffic controller in the U.S. Navy.

Wetherington, who lives with his family in Fallon, Nev., was named by then-Secretary of the Navy John F. Lehman as the winner of the Adm. Robert B. Pirie Air Traffic Controller of the Year Award.

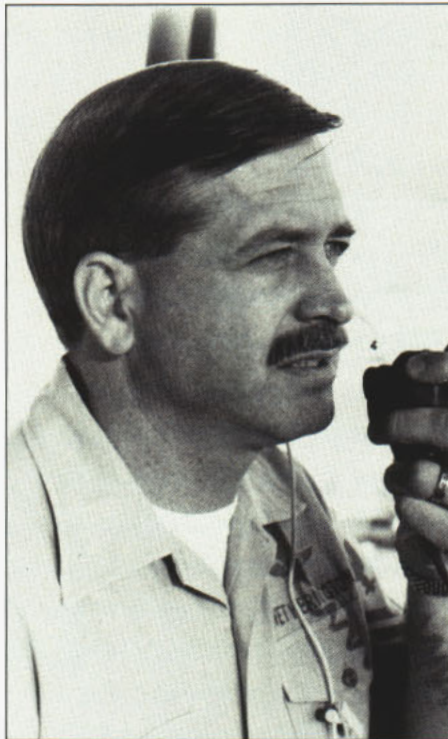
Wetherington is now assigned to the operations department at Fallon where he works as one of the operations duty officers.

"An exceptional sea duty tour was a contributing factor to my selection for this honor," Wetherington said. "I happened to be in the right places at the right times."

The 'right places' were three of the Navy's most important engagements in the last three years: Grenada in 1983 and Lebanon in 1984, both aboard USS *Independence* (CV 62), and Libya in 1986 aboard USS *Coral Sea* (CV 43).

"After this sea tour I was glad to come back to shore duty. I 'floated' for 32 months out of 37 months of my sea duty tour.

"I requested orders to Fallon at the end of my sea duty because everyone I have ever talked to who has been stationed at the air station here has nothing but good to say about it. It's the first time I've ever requested orders to a place that I have never seen before," Wether-



ington said.

The 36-year-old Durham, N.C., native, who calls Tulsa, Okla., his hometown, has been in the Navy since January 1983.

"I think Fallon is great. I like the weather, the people and the rural atmosphere, and when I want to go to a big city, Reno's not far off. It seems as if anywhere I want to go is only an 8-hour drive from Fallon.

"When I decide to retire from the

Navy, I will probably retire right here," Wetherington said.

Wetherington came into the Navy as a third class air traffic controller. His first duty station was at Naval Air Station Whiting Field, Fla. "During that tour I heard people saying that you needed sea duty to advance in the Navy. I made second class there, and when my tour was up I requested duty on board the USS *Independence*," Wetherington said.

"Young sailors should seek out sea duty. It not only helps a Navy career, but if anything out of the ordinary is going to happen in life, it will happen on sea duty," he added.

Wetherington's commanding officer on *Coral Sea*, Capt. R.H. Ferguson, said, "Petty Officer Wetherington has a real knack for 'being where the action is.'"

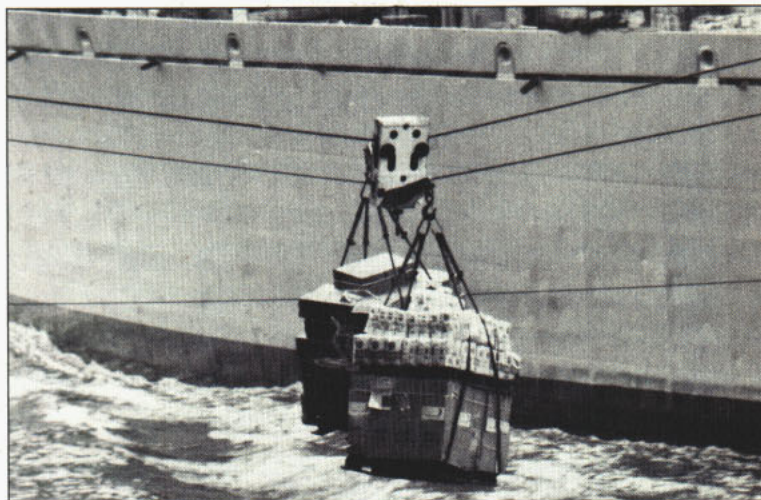
"We are extremely fortunate and proud to have Petty Officer Wetherington assigned to NAS Fallon," Cmdr. Skip Batcheller, station executive officer, said. "The outstanding skills and unique experiences which resulted in his selection as the Air Traffic Controller of the Year will be a tremendous asset to the training support provided by the air station." □

*Barber is assigned to the NAS Fallon public affairs office.*



# Underway replenishment Lifeblood for a carrier

Story by JO1 Marc R. Matteson



Clockwise from above: Forrestal signalman passes information, supplies move from USS Concord to USS Forrestal, and crewmen stow received stores. Opposite: VertRep begins from Concord and crewmen wait to put a line across.



Underway replenishment — or UnRep as it is commonly called — might well be described as the transfusion of a Navy aircraft carrier's lifeblood.

As Senior Chief Boatswain's Mate Fred Benson, the senior enlisted member of the deck division of USS *Forrestal* (CV 59) put it: "It is the main means for the carrier being able to stay at sea. With underway replenishment, we can keep a carrier at sea almost forever."

UnReps are the way ships transfer vital supplies to one another while under way. *Forrestal*, while deployed to the Mediterranean, conducted a major underway replenishment nearly each month it was away from its Mayport, Fla., home port.

According to Lt. Cmdr. Bruce Watt, the carrier's assistant supply officer, three principal categories of supplies are received on board during an UnRep: food commodities, ship's store stock, and technical repair parts.

"You can't fight without food or parts," said Watt. And "parts" for *Forrestal* cover the carrier's 80 or so aircraft plus hundreds of different kinds of technical equipment.

During a typical *Forrestal* UnRep that involved USS *Milwaukee* (AOR 2) and USS *Concord* (AFS 5), nearly 110 members of the carrier's deck department, along with 350 sailors from supply and 150 men of ship's company made

up a working party to haul 500 pallets of supplies on board the carrier. UnReps usually begin early in the day — 5:00 a.m. is typical. By the time the job is done, up to 90,000 pounds of cargo may be transferred, especially when UnReps are combined with vertical replenishments (VertReps) by helicopter.

Deck Control, located in the carrier's Hangar Bay 2, runs all the stations that either receive fuel (up to a million gallons at a time) or transfer cargo, and the stations usually have 17 to 20 men each, according to Benson. Communications are extensive: bridge-to-bridge between commanding officers, and station-to-station between UnRep details.

The potential for disaster always is present. The lines between two ships, stretched taut, could suddenly snap and whip across a deck with deadly force. Men working the deck edge of a ship can fall overboard.

"My primary goals are safety and accountability," said Watt. "We have not lost any work on the ship due to injuries as a result of any of the cruise's UnReps. Proper accountability means attention to detail."

UnReps and VertReps — they keep the ship going once it's at sea. □

*Matteson is assigned to USS Forrestal (CV 59).*



PHAN Hawk



PH2 Willard



## USS Thatcher reunion

# The old Navy meets the new

Almost half a century has passed since Jack Maurey last set foot on a Navy ship. In 1943, Maurey was a young "seaman deuce" aboard the World War II destroyer USS *Thatcher* (DD 514). *Thatcher* was one of the original "Little Beavers" of Destroyer Squadron 23 under Capt. (later Adm.) Arleigh A. "31-knot" Burke.

After so many years of being away, Maurey decided to have a look at the new Navy and, with his wife, Margaret, traveled from Grove City, Ohio, to San Diego, Calif., in September to join 219 former shipmates and their families for a reunion.

The three-day reunion included a guest cruise aboard the guided missile frigate

USS *McClusky* (FFG 41), hosted by Burke's latest successor as squadron commander, Capt. Todd Barthold.

"I'd heard people say it was different," Maurey said, "but I didn't realize it was that much (different)."

The Little Beavers was the only destroyer squadron awarded the Presidential Unit Citation as a unit because of





gallantry in the closing months of World War II.

"There's no other squadron like it in the Navy," Barthold said. "I try to make today's sailor aware of our heritage and why we're special. I saw this (reunion) as an opportunity to show the young guys where that heritage came from."

Most of the World War II Little Beavers have not been to sea since the end of the war and they gamely braced themselves, some maintaining white-knuckle grips on the nearest stationary object, as commanding officer Cmdr. J.J. Felloney put *McClusky* through figure eights at flank speed.

After the maneuvers, one veteran exclaimed, "If we'd been making those turns on the *Thatcher*, all of us on deck would have been underwater."

Comparison was the word of the day as the old Navy met the new. The advent of automation and computers has slashed the size of ships' crews from 320 aboard the 2,100-ton destroyer of the 1940s to 180 men for the modern 4,100-ton frigate.

*Thatcher's* engineering officer, Dick Reel, was most impressed by the efficiency of *McClusky's* gas turbine propulsion plant. "To make 30 knots, we had to turn our twin screws at more than 400 rpms. This ship needs only 180 rpms with



During three days last fall, 219 former crew members of the World War II destroyer USS *Thatcher* got together for a reunion on board USS *McCluskey*.

a single screw, and they're moving twice the weight with half the horsepower," he said.

To their amazement, the World War II veterans didn't need to remove their jackets when they visited *McClusky's* air conditioned engineering spaces. Ed DiGiovanni, a former machinist's mate, remembered standing watches in *Thatcher's* boiler rooms. "When we went through the Panama Canal, we couldn't touch the handrails on the ladders. It was 135 degrees," he said.

"Our guys would have killed for air conditioning."

*Thatcher's* 39-month career in the Navy ended when it was struck twice by suicide pilots off Okinawa in 1945. The



destroyer, which won 12 battle stars, had to limp back across the Pacific to be decommissioned. DiGiovanni hinted that the outcome might have been different had the ship been armed with the weapons available today.

"My battle station was at the 20mm gun. The magazine only took 60 rounds. Once it was out of shells, we had to put another magazine in it," he said, looking up at *McClusky's* Phalanx Close-in Weapons system. "Here you fire 3,000 rounds a minute. If we'd had just one of those things aboard. . . ."

In one of the suicide attacks, *Thatcher* lost 14 men. Those men, along with seven other crew members who died in the line of duty, were honored with a memorial service at sea. Retired Rear



Adm. William A. Cockell and retired Capt. Charlie Chandler, the two survivors of *Thatcher's* three commanding officers, tossed a wreath over the side during the ceremony.

The event's chairman, Jim Ebben, said he believes the camaraderie that forms among men who fight a common enemy was the magnet that drew shipmates from almost every U.S. state to the second *Thatcher* reunion.

"What we went through was significant," Ebben said. "We made history, there's no question about it. Destroyer Squadron 23 is called the Little Beavers today because we started it. We were the first Little Beavers." The squadron commander still flies the Presidential Unit Citation pennant on his flagship as a reminder of the legacy passed down by *Thatcher* and its sister ships.

The skill and savvy of *McClusky's* crew, combined with modern comforts like air conditioning and fresh food at sea, inspired at least one *Thatcher* crew member to declare his loyalty to naval service.

"If I had to go into the service again," said Maurey, "I'd like to serve on a ship like this. Let's put it this way: I wouldn't be interested in the Army or the Air Corps — I'm Navy." □

— Story by JO2 David Masci,  
NIRA Det. 5, San Diego



# Seminar on an adversary

## Soviet Seapower



The greatest prerequisite of warfare is to know your potential adversary.

"Most people see the Soviet navy as an image of *our* Navy," said Lt. Cmdr. John Fortugno, who recently transferred from his assignment as Soviet Seapower program manager. "But they couldn't be more wrong, and that's where the Soviet Seapower team comes into play."

The five-member team, assigned to the Navy and Marine Corps Intelligence Training Center in Norfolk, Va., travels half the year presenting their very

popular Soviet Seapower seminars.

After spending six months on the road, the team will spend the remaining six months updating the program and setting up future seminars.

Designed to increase awareness of the Soviet system, the team offers a classified seminar for individuals with the proper security clearances and an unclassified version for audiences without proper security clearances, including families.

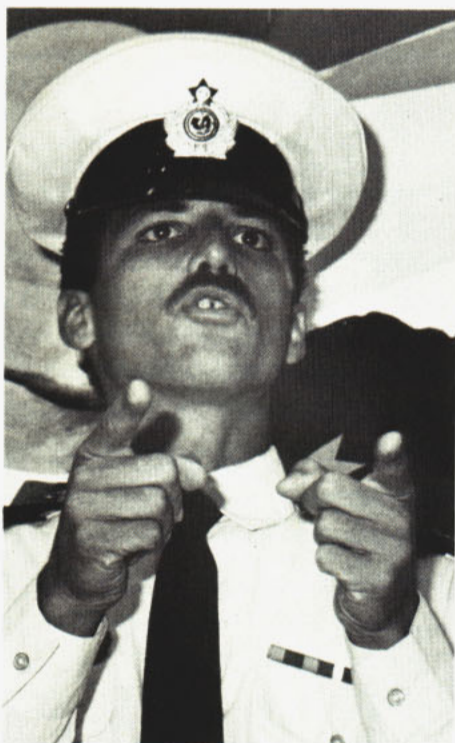
"The approach is the same for both seminars," Fortugno said. "The only

real difference is that the classified version offers sailors additional information concerning the Soviets."

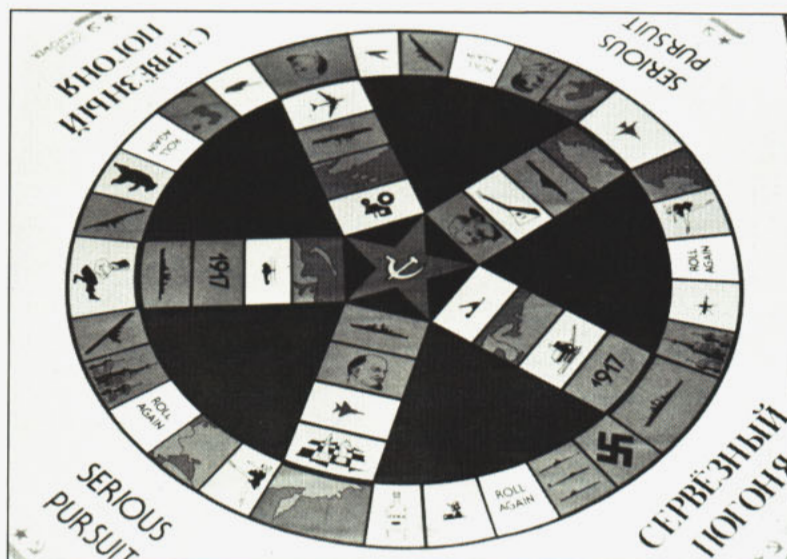
A slide show, Soviet propaganda posters, Russian music, and military flags and naval warfare crests create the atmosphere.

"We have to set the stage," Fortugno said. "These items, along with team members' personal experiences, make our program different from other programs. It's not as dry as manuals or lectures. We keep our audiences' interest."





Navy and Marine Corps Intelligence Training Center personnel use a variety of skills and props to evoke Soviet images during the seminar.



The team talks about Soviet history, government, economy, people and the militarization of that society. They present Soviet manpower, machinery and weapon statistics and give viewers a taste of Soviet strategy and tactics.

The presentation is highlighted by a skit in which team members, dressed in authentic Soviet navy uniforms, play the roles of an enlisted sailor and a naval officer talking about their experiences, military training and public knowledge concerning their greatest adversary — the United States.

They express their beliefs about super high unemployment in the United States, about U.S. bread lines and how the United States bombed the peace-loving people of Libya.

"These are the kinds of things their government teaches them," Fortugno said. "Soviets call it news — facts — (over here) we call it propaganda. Team members get inside the Soviets and present their outlook — they've been there and they've heard it, but many Americans are shocked to know the truth.

"The skit helps spark audience interest, the toughest part of the presentation," Fortugno said.

"Approach is the primary concern," he continued. "A lot of sailors find educational literature boring, so team members work to improve the presentation of educational materials concerning the

Soviet Union," Fortugno said.

Recently, Fortugno designed a board game called "Serious Pursuit." The format is similar to its counterpart commercial game, and categories include the Soviet navy, history, geography, people and armed services.

"It will be fun and competitive and, I hope, an exceptional training tool," said Fortugno. "It should be distributed throughout the fleet in a few months."

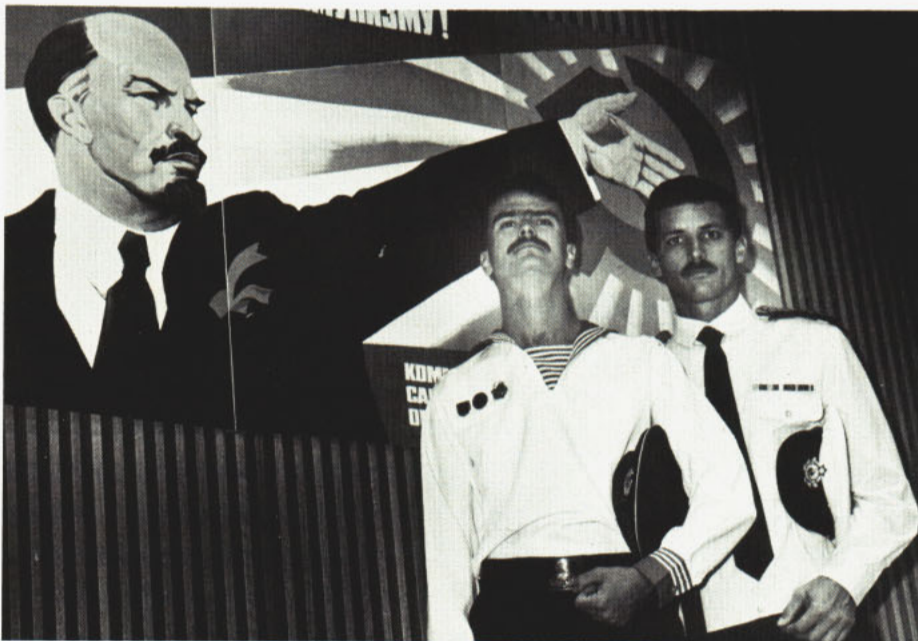
Team members want to establish Soviet Seapower reference centers in Navy libraries at shore facilities and

aboard ships by this summer. The regularly updated reference material will include Soviet literature, bimonthly reports on Soviet events and videotapes of currently used Soviet weapons and equipment. Warfare games, including "Serious Pursuit," will be a part of each library.

"Team members provide the materials and, hopefully, the spark," Fortugno said.

"You have to know your enemy if you hope to conquer him." □

— Story by JO2 Jodelle Blankenship,  
NIRA Det. 4, Norfolk, Va.





# Bearings

## Navy civilian honored for new catapult design

Navy fighter and attack pilots soon will be shot into the air by the world's most powerful aircraft catapult. Each new nuclear-powered aircraft carrier with the system will show a \$350 million sav-



DiBiase with Vice Adm. Wilkinson.

ings, thanks to George V. DiBiase of the Naval Air Engineering Center, Lakehurst, N.J.

DiBiase, who is considered the world's foremost expert on shipboard steam catapults, recently received a Navy Superior Civilian Service Award, a Navy Special Achievement Award, and a monetary award for his work in designing the system.

Vice Adm. J.B. Wilkinson, Commander, Naval Air Systems Command, presented the awards and said that DiBiase's design has "produced the most significant savings in modern naval aviation history."

According to DiBiase, the dollar savings result from increasing the diameter size of the catapult system steam cylinders. This requires less pressure to generate the same amount of energy as present-day catapults and reduces the

catapult system's average steam pressure and operating temperature, thus significantly reducing propulsion plant maintenance costs in future nuclear-powered aircraft carriers.

The new catapult, dubbed "Fat Cat", is officially designated Low-Pressure Catapult, C13-2 and is an outgrowth of the C13-1 catapult now in use. "About 88 percent of the C13-1 catapult hardware is used in the new design," said Capt. Donald R. Eaton, Naval Air Engineering Center commanding officer.

DiBiase said the Fat Cat's power could lift the Statue of Liberty 140 feet, or, if launching an average size car at a 45-degree incline, land it 12 miles away.

According to Wilkinson, the new catapults will be installed on the *Abraham Lincoln* (CVN 72) and *George Washington* (CVN 73), now under construction. ■

## Roosevelt rescue

The Navy's newest aircraft carrier, USS *Theodore Roosevelt* (CVN 71), rescued two men from the Atlantic Ocean Jan. 10.

Joseph D. Buffkin Jr. and John W. Frederico had drifted with the wreckage of their trimaran for four-and-one-half days before they were pulled from the sea 20 nautical miles from San Salvador Island.

"I saw a light off the starboard side and reported it to the bridge," said *Roosevelt* starboard lookout, Seaman Rodney Jackson. "The officer of the deck identified the signal as an S-O-S, so we turned the ship around."

The trimaran sailboat overturned and broke apart in heavy weather, according to Buffkin. "We had sold our cars and

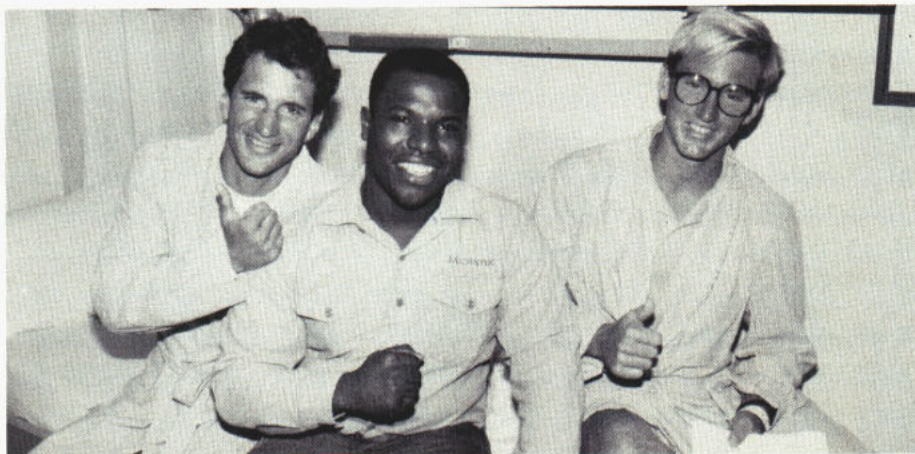
bought the boat to island hop. We set out from Jacksonville (Fla.) and have been sailing around down here since October."

The two men, both 24, spent 96 hours holding onto the crippled hull of their boat. By periodically diving down and entering the compartment, they located food and water, and on the last dive,

they found a flashlight, which they used to signal *Roosevelt*.

The men were examined by the carrier's medical staff, fed and allowed to rest. They had only minor cuts and bruises and were flown to Guantanamo Bay, Cuba.

*Theodore Roosevelt* was commissioned Oct. 25, 1986. ■



SN Rodney Jackson (center) spotted Frederico and Buffkin's SOS.



## Chinese delegation visits Pensacola

A training delegation from the People's Republic of China toured the training facilities at Naval Air Station Pensacola, Fla., in November after accepting an invitation from Adm. Carlisle A.H. Trost, chief of naval operations. The 13-member delegation was in the United States for two weeks to see various Navy/Marine Corps training and logistics support operations and activities.

While at Pensacola, the group participated in an aircraft simulator demonstration at the station's training support department and watched a sea-land survival demonstration sponsored by the Naval Aviation Schools Command.

The delegation also toured USS *Lexington* (AVT 16) while the ship was in port and held a round-table discussion with Vice Adm. N.R. Thunman, Chief of Naval Education and Training, and Capt. Haywood Sprouse, *Lexington's* commanding officer.



Photo by Rod Duren

Before visiting the naval air station, the delegation met with Adm. Trost, John Lehman, then secretary of the Navy, and Gen. Paul X. Kelley, commandant of the Marine Corps.

Before leaving the United States, the group visited the U.S. Naval Academy

**Capt. Haywood Sprouse receives a model Chinese aircraft.**

at Annapolis, Md., and training facilities at Orlando, Fla., Newport, R.I., San Diego and Monterey, Calif., and Honolulu. ■

## Equal opportunity management at the command level

The Navy's transfer of management responsibility for its equal opportunity program from the headquarters level to the command level has paid off, according to Rear Adm. J. Samuel Yow, Director of Navy Human Resource Management.

In a recent interview, Yow said that the Command Managed Equal Opportunity (CMEO) program, implemented two years ago, underscores the chain of command's responsibility for identifying and resolving equal opportunity problems.

"CMEO ensures that all hands are aware of the Navy's policies that cover discrimination, sexual harassment and a host of other areas," he said. "It ensures that people are treated fairly . . . (and) that they are aware of the proper avenues

to use to resolve a problem."

Earlier equal opportunity efforts, managed at the headquarters level, were implemented in two phases: a race relations education program that focused on creating individual awareness of the effects of racism, followed by attempts to translate that awareness into positive actions.

CMEO was founded on the basic philosophy of headquarters support for equal opportunity, but its current emphasis is on training and assessment at the command level.

Command training teams provide workshops on basic Navy equal opportunity principles, policies and procedures. According to Yow, these teams are an excellent way of keeping Navy people informed of the policies that

govern their "Navy citizenship," and a way of reinforcing the chain of command's role in resolving problems.

The overall effectiveness of equal opportunity efforts comes under the scrutiny of command assessment teams, which focus on personnel management and development practices that affect areas such as assignment, advancement, discipline and retention. When problem areas are found, assessment team members make recommendations for resolving them. Upon approval from commanding officers, the assessment teams' recommended courses of action are implemented.

"CMEO is simply an element of good leadership," said Yow. "It ensures that equality of opportunity and treatment are a reality in the Navy." ■



## Destroyer (DD)

# MOD KILDIN Class

*Today's Soviet navy presents a growing challenge to the United States and its allies. All Hands is presenting a series of articles describing the ships of the Soviet fleet, to provide the U.S. Navy community with a better understanding of Soviet naval developments and fleet battle capabilities.*

Three of the original four *Kildin*-class destroyers have undergone extensive modification.

**Displacement:**

3,500 tons full load;

**Length:**

126 meters (413 feet);

**Propulsion:**

Steam turbines 36 knots;

**Main armament:**

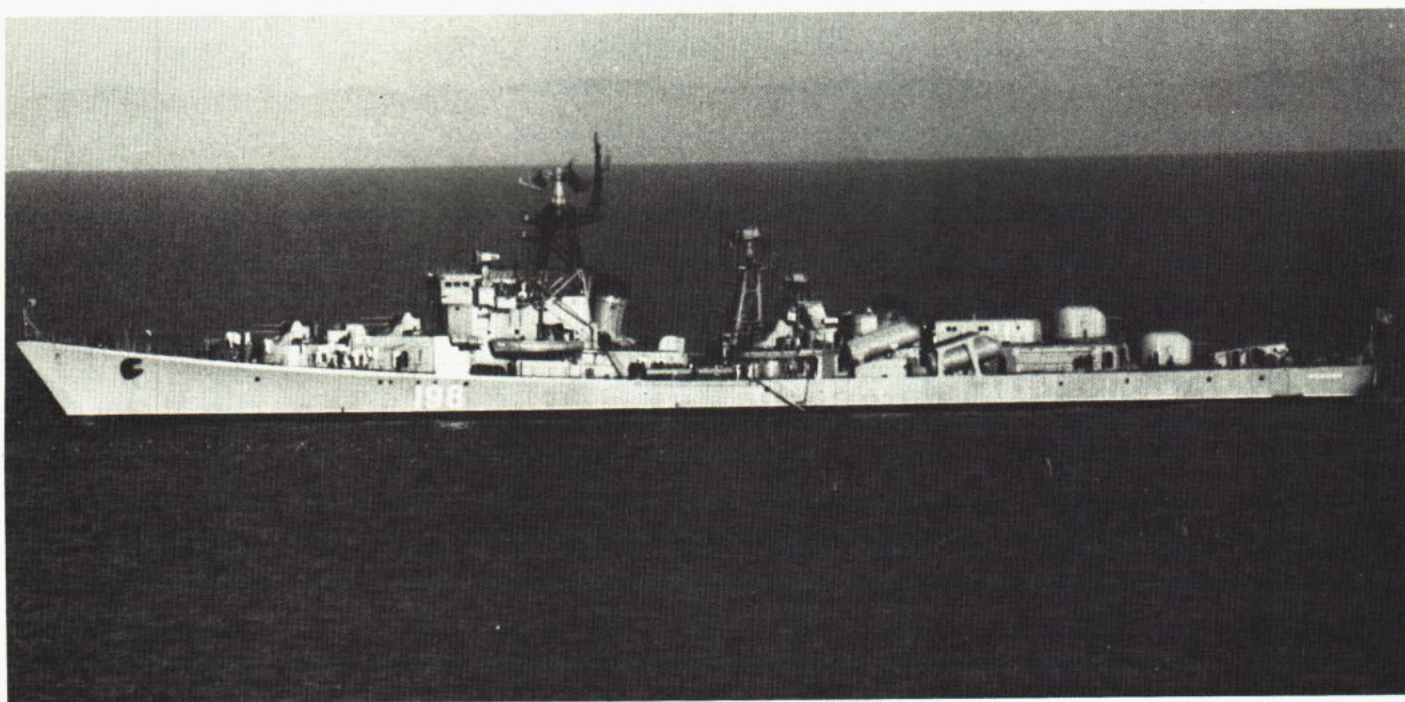
Four improved SS-N-2 SSMs (*Styx*)  
(no reloads);

Two twin 76mm DP gun mounts;

Two quad 45mm AA gun mounts.

The new armament on these ships include four *Styx*-type missile tubes and the 76mm twin gun mounts aft in place of the SS-N-1 missile launcher originally installed. Four torpedo tubes also are provided. These ships were built on *Kotlin*-class destroyer hull plans. □

MOD KILDIN DDG





# The Log Book

*"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands presents a short review of articles that appeared in previous issues.*

## 10 YEARS AGO —

in the May 1977 *All Hands*

- "Change Two" to Navy Uniform Regulations ten years ago contained several changes which further standardized Navy uniform and grooming regulations on beards and moustaches. The regulations specified length and bulk guidelines for beards. The bulk of a beard could not exceed one-half inch. The length of individual facial hair was to be limited to three-quarters of an inch. Additionally, when a moustache was worn with a beard, it had to blend smoothly into the beard.

- Navy personnel assigned to the Naval Communications Station in Sidi Yahia, Morocco, appeared as extras in the movie "March or Die," starring Gene Hackman, Catherine Deneuve and Max Von Sydow. Explained one volunteer, "It's just something I've always wanted to do. . . ." He didn't indicate whether he was referring to film making or meeting Catherine Deneuve.

## 20 YEARS AGO —

in the May 1967 *All Hands*

- Two U.S. Navy tug skippers, Boatswain's Mate 1st Class Robert Linscome and Boatswain's Mate 2nd Class James Smith, received citations for preventing a Liberian merchantman, *Dona Selina* from running aground during typhoon Helen in the fall of 1966 near Sasebo, Japan. Both men ventured out in the typhoon, located the merchantman and

MAY 1987



held the ship off the rocks outside Sasebo harbor for three hours. Then, teaming with a Sasebo city tug, the two Navy tugs relieved each other for rest periods throughout the night.

- The Navy's first land-based nuclear powered desalination plant began providing McMurdo Station in the Antarctic with fresh water. A 23-man crew had been operating the plant that had supplied McMurdo Station with electricity and heat since July 1962. Known as a "flash evaporator," the desalination unit's output was 14,000 gallons a day. A 55,000-gallon supply was stored in a heated building. This was more than enough to supply the 250 Navymen and scientists who winter over and the base's 1,250 summer population.

## 40 YEARS AGO —

in the May 1947 *All Hands*

- The war hadn't yet ended for all Japanese. Navy families on Peleliu island

### McMurdo Station's nuclear-powered desalination plant.

in the Pacific were moved from their homes near the island's airstrip to protect them against a possible last-ditch "Banzai" charge by 32 Japanese still at large. The families were evacuated to the submarine base area, a quarter of a mile east of the airstrip, after the questioning of a captured Japanese holdout.

The prisoner revealed that the other members of the band of Japanese renegades might be planning to attack the main Marine Corps camp and naval installation surrounding the Peleliu airstrip. The band of Japanese had been at large since the war's end. Faced with the possibility of attack, the island commander ordered emergency formulation of defense and security plans. All automatic weapons, mortars and flame throwers were made ready for immediate use. Armed guards and lookouts were posted and patrols were doubled. The prisoner who divulged the information on the possible attack expressed amazement when he heard of the atomic bomb. □



# Mail Buoy

## It's 1100 hours. Do you know where your children are?

Congratulations on the excellent photography and story "Sailing with *Eagle*" in the Oct. 1986 issue of *All Hands*.

Of course my opinion might be biased, with the picture of my son (John Comar, Third Class Petty Officer, USCG) hanging on the 147-foot mainmast. My wife, Carol, was not as enthused with his precarious-looking perch.

Thanks for including the Coast Guard in your magazine.

—Dick and Carol Comar  
Okemos, Mich.

## Lines adrift

I have just received a copy of the November 1986 issue of *All Hands* from my son, who is on active duty in the Navy. He sent it because of the article concerning the USS *North Carolina* reunion. I served on *North Carolina* during World War II.

Later this year, I expect to join my son and his shipmates for a short cruise. In the past, I have done a lot of bragging to some of them about the "old Navy" and especially about the rate I held at my discharge: Boatswain's Mate Second Class.

I recall a poem about boatswain's mates that I read during the war. I enjoyed it very much but I can only remember a few of the lines and would like to find out if any of your readers can help me fill in the blanks. The poem goes like this:

*"I think there's nothing quite so great  
Or lovely as a boatswain's mate.  
A boatswain's mate who yells all day  
For someone up on deck to lay. . . ."*

I'm missing the lines from this point up to the conclusion, that reads:

*"A fool can make a dozen mates,  
But only God makes boatswain's mates."*

If anyone can help me fill in the missing verses, it would make an old man, who still has a feeling of pride for his service in the Navy, his rate and his time served on "The Showboat," USS *North Carolina*, very, very happy.

—Raymond D. Libby  
Northboro, Mass.

• After much research, we were unable to locate the poem. However, some of our readers may have better luck. Anyone who

can supply the missing lines, send them to All Hands so that we can splice this poem back together.—Ed.

## Time, tide and reprints wait for no man

Your December 1986 issue of *All Hands* was both interesting and worthwhile reading. However, your lack of timeliness is a bit embarrassing.

Over three and a half months after the President signed legislation ordering a restructuring of part of the Department of Defense, our ship receives an article wherein the Chief of Naval Operations is critical of that legislation.

Of course, the CNO's remarks were made before that legislation became law, as is apparent from context, but publishing them so long after the *fait accompli* makes it look as if our CNO is bucking the orders of the President and the Congress. You should not have done that; the embarrassment could have been foreseen by the end of August and news items from 28 October were carried.

When discussing the issues of defense reorganization and joint operations, I have usually been able to persuade my Army and even my Air Force colleagues that the Naval Service is better able to coordinate operations in a land/sea/air environment than the Army and Air Force are in the air/land battle. But where they usually get me is in the area of timeliness and being able to respond to changes. You have just provided them some more ammunition.

Not to be entirely critical, the rest of the article was excellent. I'm looking forward to seeing more of the "CNO Talks" type of articles in future issues. Finally, both the Titanic and the Pearl Harbor articles in that issue were pleasant reading.

—Lt.Cmdr. James K. Gruetzner, USN  
USS *Bergall* (SSN 667)

• It is the nature of reprints to be "frozen in time." Once we start reviewing, revising and updating, it's no longer a reprint. Our guidance was to make the interview available to the fleet as quickly as possible, i.e., reprint. We recognize, in these cases, that certain items may be overtaken by events. We prefer to emphasize the many important messages contained in the interview rather than concentrating on particular items of timeliness.—Ed.

## Where are the amphibis?

Your January 1987 issue has just reached

my ship and I want to congratulate you on a fine issue. Your lead article on "Flying High" was particularly uplifting and the coverage of amphibious exercises was greatly appreciated.

There are two items I would point out, however, which I believe would have made for a more balanced and better presentation. The first is your choice of highlight ships in the *Northern Wedding* article. You picked USS *Iowa* (BB61) and USS *Nimitz* (CVN 68) and ignored all the "amphibs," which were truly the center of the amphibious exercise. An article on USS *Saipan* (LHA 2) or some other amphibious vessel would have greatly helped your story.

The second is your article on Alaska. Again you have an article on an amphibious exercise, but in listing the ships on page 29 there is not a single amphib among them. Yet on page 31 you show a picture of USS *Fresno* (LST 1182). After reading the article, I am left wondering how to do an amphibious exercise without amphibious ships and why is *Fresno's* picture included if it was not part of the exercise?

Please continue with your good work. Your magazine is timely and much enjoyed by all my shipmates.

—Lyman M. Smith, Chaplain  
USS *Ponce* (LPD 15)

• There were many stories to be told about Northern Wedding, as is the case with any major naval operation. Certain materials were submitted from the fleet and we felt we could use them to give the readers insight into some aspects of the exercise. Whether those insights will be definitive from every point of view is a question best avoided by the practical editor. The Alaska story was about both the exercise and port calls — *Fresno* evidently participated in the former, but not the latter.—Ed.

## Salutes and silver

I would like to address this letter to all your readers in order to obtain information on a custom that we observe.

I am looking for a source or reason for the custom of a newly commissioned officer presenting a silver dollar to the first individual who renders a salute to the new officer.

—Ens. M. P. Carroll  
Washington, D.C.

• If anyone has any information about how this custom came to be, drop a line to All Hands.—Ed.



# Reunions

• **USS Hornet Club (CV 8), (CV 12), (CVA 12) and (CVS 12)** — Reunion June 5-7, 1987, Norfolk, Va. Contact Connie Masse, P.O. Box 7526, North Port, Fla. 33596; telephone (813) 426-8551.

• **USS Hoel (DDG 13) and survivors of Hoel sunk in the Battle of Samar** — Reunion June 19, 1987, San Diego. Contact Lt. Gary L. Wells, USS *Hoel* (DDG 13), FPO San Francisco, Calif. 96667-1234; telephone (619) 235-2989.

• **USS Lowry (DD 770)** — Reunion July 1987, Long Beach, Calif. Contact Dick DeManche, 89 Willowick Dr., Decatur, Ga. 30038; telephone (404) 981-7950.

• **UDT/SEAL** — Reunion July 18-20, 1987, Naval Amphibious Base, Little Creek, Va. Contact Fraternal Order of UDT/SEAL P.O. Box 5365, Virginia Beach, Va. 23455.

• **USS Salisbury Sound (AV 13)** — Reunion July 20-26, 1987, Charleston, S.C. Contact Don Wade, 560 Campbell Hill, Marietta, Ga. 30060; telephone (404) 426-7883.

• **USS William Seiverling (DE 441), World War II and Korea** — Reunion July 24-25, 1987, Latham, N.Y. Contact Pat Cancilla, 106 Fairfax Row, Waterford, N.Y. 12188; telephone (518) 235-5601.

• **USS Cassin Young (DD 793) (Chicago Muster)** — Reunion July 31-Aug. 2, 1987, Chicago. Contact Jim O'Hara, 843 N. East Avenue, Oak Park, Ill. 60302; telephone (312) 848-3708.

• **USS LCSLs 1 thru 130** — Reunion August 1987. Contact H. V. Jeffers, 1415 Glen Rock Ave., Waukegan, Ill. 60085; telephone (312) 623-7450.

• **USS Hoe (SS 258)** — Reunion Aug. 5-9, 1987, Little Rock, Ark. Contact Harry Flagg, 7003 23rd Ave. W., Bradenton, Fla. 33529; telephone (813) 792-6916.

• **USS Greenling (SS 213)** — Reunion Aug. 5-9, 1987, Little Rock, Ark. Contact George Hinda Jr., 172 W. Middlesex Dr., Carlisle, Pa. 17013; telephone (717) 243-3855.

• **USS Nassau (CVE 16) 1943-1945** — Reunion Aug. 20, 1987, Los Angeles. Contact Sam Moore, 78 Gay Dr., Ventura, Calif. 93003; telephone (805) 644-8390.

• **USS Helena (CL 50), (CA 75) and (SSN 725)** — Reunion Aug. 20-23, 1987, Reno, Nev. Contact Bill Bunker, 1139 Arcadia Ave #1, Arcadia, Calif. 91006; telephone (818) 445-8662.

• **USS Poole (DE 151)** — Reunion Aug. 20-22, 1987, Secaucus, N.J. Contact Donald Macchia, 256 Spruce St., Bloomfield, N.J. 07003; telephone (201) 748-0731.

• **USS Salt Lake City (CA 25)** — Reunion

Aug. 23-29, 1987, Philadelphia. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• **USS Florence Nightingale (AP 70) World War II** — Reunion Aug 25-27, 1987. Contact Dave Cusack, 3525 Windsor Dr., Boise, Idaho 83705.

• **USS Everglades (AD 24), USS Currituck (AV 7) and Association of Torpedoman's Mates** — Reunion Sept. 1987, Lake Geneva, Wis. Contact Ronald Curtis, HC 87 Box 7481, Steelville, Mo. 85565.

• **USS Sands (DD 243/APD 13)** — Reunion September 1987, Breezy Point, Minn. Contact W. N. Edberg, 5541 Toledo Ave. N., Minneapolis, Minn. 55429; telephone (612) 537-5365.

• **USS Laws (DD 558)** — Reunion September 1987, Nashville, Tenn. Contact Gordon Bonnell, 115 Gilman Ave., Nashville, Tenn. 37205; telephone (615) 356-9144.

• **USS Cooper (DD 695)** — Reunion September 1987, Charleston, N.C. Contact James F. Bickers, Sr., 128 Piney Bend, Portage, Ind. 46368; telephone (219) 762-7994.

• **USS Kanawha (AO 1)** — Reunion September 1987, Vancouver, Wash. Contact Forest Cotton, 10729 N.E. 156th St., Brush Prairie, Wash. 98606; telephone (206) 254-0363.

• **21st Naval Construction Battalion** — Reunion September 1987, China Lake, Calif. Contact Carolyn A. Dettling, 825 Howell, Ridgecrest, Calif. 93555; telephone (619) 939-7266.

• **Battle of Ormoc Bay — USS Moale (DD 693), USS Cooper (DD 695) and USS Sumner (DD 692)** — Reunion September 1987, Charleston, S.C. Contact Russ Catardi, 513 County Line, Hatboro, Pa. 19040; telephone (215) 675-0230.

• **USS Allen M. Sumner (DD 692)** — Reunion Sept. 16-19, 1987, Charleston, S.C. Contact Roy Ferguson, 145 NE Fatima, Terrace, Port St. Lucie, Fla. 33452.

• **VP 11(F), VP 51, VP 54, VB 101, VPB 101 and Patsu 1-2** — Reunion September 1987, Grand Canyon, Ariz. Contact G. Martin, 123 Forest St., Danvers, Mass. 01923.

• **USS Walter B. Cobb (APD 106) 1945-1946 and 1951-1957.** — Reunion September 1987, Knoxville, Tenn. Contact James G. Plough, Route 1, Box 89 Lynnwood Heights, Jefferson City, Tenn. 37760; telephone (615) 475-2970.

• **USS Philadelphia (CL 41)** — Reunion September 1987, Baltimore, Md. Contact F. J. Amorosen, 93 Dunbar St., Somerset, N.J. 08873.

• **USS Ingersoll (DD 652)** — Reunion Sept.

1-7, 1987, New Orleans. Contact Charles D. Bass, 560 Cypress Lane, St. Marys, Ga. 31558; telephone (912) 473-4568.

• **USS Nevada (BB 36)** — Reunion Sept. 3-7, 1987, Colorado Springs, Colo. Contact Roy Johnson, 3826 Knoxville Ave., Long Beach, Calif. 90808; telephone (213) 429-5392.

• **USS Conner (DD 582)** — Reunion Sept. 3-8, 1987, New Orleans. Contact L. G. Shepard, 9754, 52nd Ave. North, St. Petersburg, Fla. 33708.

• **USS Samuel S. Miles (DE 183)** — Reunion Sept. 7-11, 1987, Seattle. Contact A. T. Wendells, 2112 Third Ave., Suite 500, Seattle, Wash. 98121.

• **USS Zellars (DD 777)** — Reunion Sept. 4-6, 1987, Oaklawn, Ill. Contact John Walsh, 7911 S. Kostner, Chicago, Ill. 60652; telephone (312) 585-6929.

• **USS Coolbough (DE 217)** — Reunion Sept. 8, 1987, Seattle. Contact W. H. "Bud" Peck, 901 West Division St., Mount Vernon, Wash. 98273.

• **USS Lamson (DD 367)** — Reunion Sept. 9-13, 1987, Sacramento, Calif. Contact Ray Duley, Heritage Square L-3, Mission, Texas 78572; telephone (512) 481-4632.

• **4th Marine Defense Battalion** — Reunion Sept. 9-12, 1987, St. Louis, Mo. Contact Andy Doumouras, 4566, Gibson Ave., St. Louis, Mo. 63110; telephone (314) 534-1518, 1 to 3 p.m.

• **USS Quincy** — Reunion Sept. 10-13, 1987, San Francisco. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

• **USS Harding (DD 625/DMS 28)** — Reunion Sept. 10-13, 1987, Orlando, Fla. Contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• **USS LST 312** — Reunion Sept. 10-13, 1987, Rapid City, S.D. Contact Charles McGhinnis, Route 1, Box 74, Corona, S.D.; telephone (605) 432-4002.

• **USS McDermut (DD 677)** — Reunion Sept. 11-13, 1987, Orlando, Fla. Contact C. H. Pippitt, 2156 University Court, Clearwater, Fla. 33546; telephone (813) 461-2904.

• **FASRON 118** — Reunion Sept. 11-12, 1987, Kansas City, Mo. Contact W. J. "Pap-py" Kuhn, 3605 NE 48th St., Kansas City, Mo. 64119; telephone (816) 454-8376.

• **US Army Armed Guard Vets 1941-1942** — Possible reunion. Contact Ray Didur, Sr., P.O. Box 282, Cement City, Mich. 49233-0282.

• **USS Colbert (APA 145)** — Possible reunion. Contact John A. Dekrey, USNH, Department of Anesthesia, San Diego, Calif. 92134.



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## Navy Rights & Benefits

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# Officer Promotions



# Officer Promotions

## Officer Promotions

*Long ago, the Navy recognized that the finest ships and best trained crews were only as effective as the officers who commanded them. Consequently, the sea service has always sought the most capable men and women for the officer corps and encouraged them to advance as far as their abilities permitted.*

*Laws and regulations governing the promotion of naval officers are the product of more than 200 years' experience, and ensure that all officers receive impartial consideration based solely on their capabilities and experience. This chapter discusses all aspects of the officer promotion system.*

The Navy's officer corps is structured like a pyramid. Starting with a wide base of junior officers at the bottom, it rises to a relatively few flag officers near the pinnacle with one, the chief of naval operations, at the top. The officer corps structure comprises 21 competitive categories, i.e., groups of officers possessing similar skills, education and training (see Table 1).

By law, the Navy's promotion system is *vacancy driven*. Annually, promotion planners on the CNO's staff develop plans to determine the projected need (or vacancies) for officers in each grade within each of the competitive categories. The development of these plans starts the promotion system cycle, within which are three major elements: promotion opportunity, selection for promotion, and promotion.

### Promotion Opportunity

Obviously, all officers can't reach the top of the pyramid; however, everyone has the same promotion opportunity as the contemporaries in his/her competitive category. Promotion opportunity is the product of three factors: authorized officer strength, promotion flow point, and promotion percentage.

**Table 1. Navy Officer Competitive Categories**

Competitive Category	Designator Code	Notes
Unrestricted Line	110X	General Unrestricted Line
	111X	Surface Warfare
	112X	Submarine Warfare
	113X	SEAL
	114X	Special Operations
	12XX	Materiel Professional
	130X	General Aviation
	131X	Pilots
	132X	Naval Flight Officer
Restricted Line		
Engineering Duty Officer	14XX	
Aeronautical Engineering Duty Officer (Aeronautical Engineering)	151X	Through 0-6 until designated 150X
Aeronautical Engineering Duty Officer (Aviation Maintenance)	152X	Through 0-6 until designated 150X
Aviation Duty Officer	154X	
Special Duty Officer (Cryptology)	161X	
Special Duty Officer (Intelligence)	163X	
Special Duty Officer (Public Affairs)	165X	
Special Duty Officer (Oceanography)	180X	
Staff Corps		
Medical Corps	210X	
Dental Corps	220X	
Medical Service Corps	230X	
Judge Advocate	250X	
General's Corps		
Healthcare Professional	26XX	
Nurse Corps	290X	
Supply Corps	310X	
Chaplain Corps	410X	
Civil Engineer Corps	510X	
LDO		
Limited Duty Officer (Line)	61XX/62XX/ 63XX/64XX	
Limited Duty Officer (Supply)	651X	
Limited Duty Officer (Civil Engineer Corps)	653X	



# Officer Promotions

• **Authorized officer strength.** The Navy's authorized officer strength is the total number of officers authorized to be in the Navy at the end of each fiscal year. The secretary of defense prescribes this total number for each of the armed forces, and the secretary of the Navy, in turn, distributes this total number among the Navy's 21 competitive categories. Since the authorized officer strength sets a limit on how many officers we can have in the Navy each year, it resultantly affects the number of promotions that can be made.

• **Promotion flow point.** Promotion flow point is a predetermined number of years of commissioned service at which most officers would be promoted to the next higher grade. Current promotion flow points are based on Congressional, Department of Defense and Navy policy guidelines and are shown in Table 2.

• **Promotion percentage.** Promotion percentage is the number of vacancies to be filled in a grade divided by the number of officers in the promotion zone for that grade. When developing the annual promotion plans, CNO's promotion planners use the promotion percentage guidelines in Table 3 along with the number

of vacancies to be filled in each grade in each competitive category to determine the zone size (or, rather, to determine who's "in zone" for selection). For example, if planners foresee a need to fill 300 captain vacancies in the Unrestricted Line (URL), and a promotion percentage of 50 percent is desired, then the zone must include 600 URL commanders.

Note: To be eligible for consideration for selection from "in zone", an officer must have the following minimum years in grade (YIG):

RADM	1 year as RADM(L)
RADM(L)	3 years as CAPT
CAPT	3 years as CDR
CDR	3 years as LCDR
LCDR	3 years as LT
LT	2 years as LTJG
CWO4 (Permanent)	6 years as CWO3 (Permanent)
CWO4 (Temporary)	4 years as CWO3 (Temporary)
CWO3 (Permanent)	6 years as CWO2 (Permanent)
CWO3 (Temporary)	4 years as CWO2 (Temporary)

These three factors — authorized of-

ficer strength, promotion flow point and promotion percentage — are interrelated. A change in one will force a change in at least one of the others.

After finalizing the zone size for each grade and competitive category, promotion planners forward the plans via the chain of command to SecNav. He modifies and/or approves the plans and announces the zones via AINav at least 30 days prior to the convening date of the first selection board of the fiscal year.

## Selection for Promotion

Annually, SecNav convenes promotion boards for each competitive category to select active duty officers and reserve officers not on active duty for promotion to the grades of chief warrant officer 3, chief warrant officer 4, lieutenant, lieutenant commander, commander, captain, rear admiral (lower) and rear admiral. Chief warrant officer 2 and ensign are commissioning grades, and an officer's commanding officer determines the individual's promotion to lieutenant junior grade. Officers above the grade of captain are *appointed*, not promoted, by the President of the United States to the

**Table 2. Promotion Flow Points**

To Grade of	Promotion Flow Point
CWO3 (Permanent)	After 6 years as CWO2 (Permanent)
CWO3 (Temporary)	After 4 years as CWO2 (Temporary)
CWO4 (Permanent)	After 6 years as CWO3 (Permanent)
CWO4 (Temporary)	After 4 years as CWO3 (Temporary)
LTJG	2 years
LT	4 years
LCDR	9-11 years
CDR	15-17 years
CAPT	21-23 years
RADM(L)	24-26 years
RADM	After 1 year as RADM(L)
VADM/ADM	Officers in any grade above CAPT may be <i>appointed</i> to a position of importance and responsibility requiring the grade of vice admiral or admiral

**Table 3.  
Promotion Percentages**

To Grade of	Promotion Percentage
CWO3	90%
CWO4	95%
LTJG	100% if fully qualified
LT	95%
LCDR	80-85%
CDR	70-75%
CAPT	50-55%
RADM(L)/RADM	**No minimum
**The promotion percentage for RADM(L) is approximately 2-4%, depending on competitive category. The promotion percentage for RADM is approximately 60%.	



# Officer Promotions

grades of vice admiral and admiral.

Selection boards are composed of officers characterized by their high quality of performance, maturity, judgment, naval background and experience. SecNav normally assigns the senior member as president of the board. Each member subscribes to an oath to consider all eligible officers without partiality and to recommend for promotion only those officers who are "best qualified".

In a written precept (i.e., standard of action or conduct) to the board, SecNav stipulates that the board's proceedings shall be confidential and confined within the board room. He requires the board to submit its findings and recommendations, but not the reasons for its decisions. This is in the interest of those who aren't selected, in that nothing enters their official record to indicate why they were not recommended for promotion.

Note: Every officer being considered for promotion has the right to send a letter to the president of the board calling attention to any matter of record concerning himself/herself which he/she thinks is important to the deliberations. The contents of the letter cannot criticize any officer or reflect upon the character, conduct or motive of any officer.

The board cannot exceed the number of selections provided for in SecNav's precept. For example, if 100 officers are "in zone" and SecNav requires a 70 percent promotion percentage, the board cannot select more than 70 officers for promotion. It may reach "below zone" and choose for early promotion up to 10 percent (or 15 percent with SecDef approval) of the total number of officers selected. If, in the above example, the board selects 10 officers from "below zone", it can select only 60 officers from "in zone". (Each officer normally gets two "looks" from "below zone" before entering "in zone".) The board also may select "above zone" officers, i.e., those who were considered by a promotion board in a previous year, but weren't selected.

Boards are convened in the fiscal year

preceding the fiscal year in which promotions are actually effected. Table 4 lists the approximate dates of the fiscal year 1988 promotion boards. For instance, those officers selected for promotion by the Captain Line board which met in January 1987 will not be promoted to captain until sometime in fiscal year 1988, depending on when actual vacancies occur in the Navy's captain inventory.

## Promotion

Once the board concludes its deliberations and assembles its promotion list, several events must occur in the following order before an officer actually gets promoted to the next higher grade:

- Chief of naval personnel, judge advocate general and chief of naval operations review the list.
- SecNav reviews the list.
- SecNav publishes the list for chief warrant officer, lieutenant, lieutenant commander, commander and captain via

AINav. The AINav lists the names of selectees in alphabetical order and shows an officer's relative seniority among selectees within each competitive category. Officers in the same competitive category maintain relative seniority throughout their careers. Changes occur only if an officer is selected for early promotion or fails to select for promotion.

- Secretary of defense signs the list.
- President of the United States signs the list.
- SecNav publishes the list for rear admiral (lower) and rear admiral via AINav.
- United States Senate confirms the list. Lieutenant (Active/Reserve), lieutenant commander (Reserve) and chief warrant officer selectees do not require Senate confirmation.
- SecNav authorizes promotions via AINav as vacancies occur. This event normally occurs at monthly intervals in the fiscal year following the fiscal year of selection. Assuming an officer maintains all qualifications, he/she will receive

**Table 4. Approximate Dates of FY88 Promotion Boards**

Board	Line = A/ Staff = S	Active = A/ Reserve = R	Approximate Convening Date
RADM(L)	L/S	A	OCT 86
RADM(L)	L/S	R	NOV 86
RADM	L/S	A/R	FEB 87
CAPT	L	A/R	JAN 87
CAPT	S	A	FEB 87
CAPT	S	R	MAY 87
CDR	L	A	MAR 87
CDR	L	R	APR 87
CDR	S	A	APR 87
CDR	S	R	MAY 87
LCDR	L	A	MAY 87
LCDR	L	R	JUN 87
LCDR	S	A	JUN 87
LCDR	S	R	SEP 87
LT	L	A	JUL 87
LT	L	R	AUG 87
LT	S	A	AUG 87
LT	S	R	SEP 87
LT JAG/CHC	S	A	AUG 87/MAR 88
CWO		A/R	SEP 87



# Officer Promotions

the first paycheck for the next higher grade soon after his/her name appears on this AINav.

## Frocking

Frocking is an administrative authorization to assume the title and wear the uniform of a higher pay grade without entitlement to the pay, allowances or disciplinary powers of that grade. At press time, the Navy officer frocking policy was under review.

## Defense Officer Personnel Management Act (DOPMA)

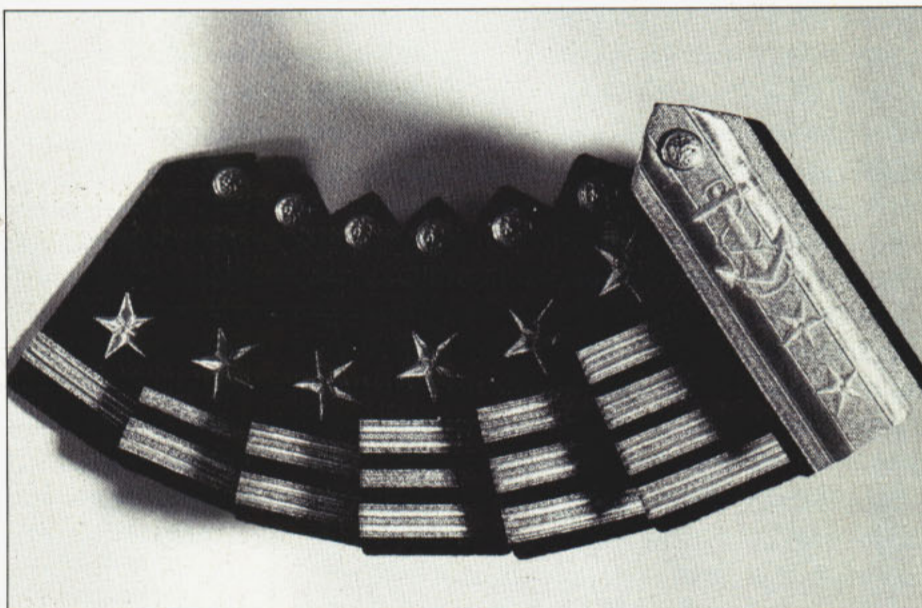
DOPMA, enacted Sept. 15, 1981, established all the requirements and guidelines which govern the officer promotion/continuation/retirement system. Officers promoted or selected for promotion to their present grades before Sept. 15, 1981, are termed pre-DOPMA officers for promotion/continuation/retirement purposes. Those selected and promoted to their present grades, continued, or augmented on or after Sept. 15, 1981 are termed DOPMA officers.

## Failure of Selection

Many fine officers who are well suited for promotion are not selected because of quota constraints. Some others are unable to maintain the standards of professional performance needed to be selected for promotion. Those who fail to be selected may be continued on active duty or forced to retire in accordance with the guidelines listed in Table 5. □

### REMINDER:

A limited number of additional copies of this article, and of each *All Hands* issue containing "Navy Rights & Benefits," are available from: Dept. of Navy, NMPC-05, PAO, Washington, D.C. 20370.



**Table 5. Retirement/Continuation**

Grade	Mandatory Retirement Point		Maximum Length of Active Commissioned Service with Continuation-DOPMA Officers
	Pre-DOPMA Officers	DOPMA Officers	
ADM/VADM (0-1-/0-9)	CNO Discretion	35 YOS*	35 YOS (+ 5 YIG*)
RADM (0-8)	30 YOS (+ 4 YIG + 4 YIG)	35 YOS	35 YOS (+ 5 YIG)
RADM(L) (0-7)	30 YOS (+ 4 YIG + 4 YIG)	30 YOS	30 YOS (+ 5 YIG)
CAPT (0-6)	30 YOS	30 YOS	30 YOS (+ 5 YIG)
CDR (0-5)	26 YOS	28 YOS	28 YOS (+ 5 YIG)
LCDR (0-4)	20 YOS	2 FOS*	24 YOS
LT (0-3)	2 FOS (Women-13 YOS)	2 FOS	20 YOS
LTJG (0-2)	2 FOS (Women-7 YOS)	2 FOS	None
CWO	2 FOS (For Permanent Promotion or 30 YOS)	2 FOS	30 YOS

\*YOS = Years of Active Commissioned Service; YIG = Years in Grade; FOS = Failure of Selection.





NAVY INTERNAL RELATIONS ACTIVITY  
1300 Wilson Boulevard, Room 1046  
Commonwealth Building  
Arlington, VA 22209-2307

# Writing for NIRA Publications

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## The Mechanics

1. All copy should be typed, double-spaced, 76 characters per line, and may include standard copy-editing symbols. The Associated Press Stylebook and Libel Manual is used at NIRA.

2. Stories must include the name, rate/rank and telephone number (if applicable) of the author and local point of contact.

3. Complete captioning information must accompany each photograph or color transparency, including full identification of subjects or

theme (who, what, where, when and why). Include the photographer's name, rate/rank and duty station.

4. If a story or photos are being provided at the request of a NIRA staff member, indicate the staff member's name and the date and subject of the assignment in a cover memo.

5. Include a list of the story's distribution. We will consider simultaneous releases, but we want to know where else they went.

## Editorial Approaches

### All Hands

If you can answer "yes" to each of the following five questions, *All Hands* is eager to showcase your work in its pages. If you've put your story up against the following and still are not sure how it measures up, you can query the editor at the above address or by calling (202) 696-6874 or AUTOVON 226-6874.

- Is the feature unusual? Will it appeal to a broad range of Navy men and women?
- Are there good photographs, either color slides or black and white prints, that effectively illustrate the story?
- If it is a "time-perishable" story, will it still be of interest when *All Hands* "hits the streets" two or three months later?
- Are you submitting the story to *All Hands* as an exclusive — one that *All Hands* can run without being "scooped" by the many other Navy-interest publications with much shorter lead times?
- Is the story concise and grammatically correct? Does it have an interesting lead and a logical ending?

*All Hands* does not usually run the following stories: changes of command, poems, milestones, reenlistments, fiction and hometowners.

### Navy Editor Service

*Navy Editor Service* is a monthly feature and art service for editors of ship and shore newspapers. It contains a variety of short filler items, informative articles on the Navy's Personal Excellence Program, historical features, plus reprints of Rights and Benefits pieces from *All Hands*. It also supplies line art and photographs.

Editors are encouraged to submit articles of wide interest that they would like to share and that other editors can use in their publications. Articles should run no longer than three double-spaced typed pages.\*

### Wifeline

*Wifeline* magazine addresses the needs and concerns of Navy families. Most articles focus on information about Navy resources and programs available to families. Articles of benefit to Navy families — including command-sponsored programs and personal experiences — will be considered.\*

### Other NIRA Products

NIRA also publishes *Captain's Call Kit*, the *Public Affairs Planning Guide* and other special products. The requirements for these products vary considerably and submissions are not usually solicited.

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\*Write to the editor at the above address or call (202)696-6882 or AUTOVON 226-6882.





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